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WASHINGTON.

What Will They Do With Him?—Secretary Fish—National Bank Tax—Geneva Award—Two-Cent Postage.

Special Dispatch to the New-York Times.

WASHINGTON, Jan. 26.—There is a great deal of talk in the Press and in Congress circles here about expelling Mr. Oakes Ames for bribery, but there are too many lawyers, not only in the committee, but in the House, to permit a proposition of that kind to pass. There can be no action against Mr. Ames for bribery, because, at the very most, it has not been shown that anybody was bribed, or that he ever approached any one with such a proposition. The committee is not likely to report action on such basis. What they will do it is impossible to tell; but they are far more likely to deal with Mr. Ames for his letters to McComb than they are to find anything in his action with members on which they can base a recommendation.

THE SECRETARY OF STATE.

It is reported that Secretary Fish, whose lease of his present residence expires March 4 next, has been looking at the houses of a couple of wealthy gentlemen, who propose to spend some years in Europe. Those who are aware of this fact associate with it a presumed purpose of Mr. Fish to remain in the Cabinet.

UNION PACIFIC EARNINGS AND INTEREST.

The debate on Mr. Edmunds' amendment to the Legislative Appropriation bill, directing the Secretary of the Treasury to withhold all payments to any railway company and its assigns on account of freights or transportation of any kind, to the amount of any payments made by the United States for interest upon bonds of the United States issued to any such company, and which shall not have been reimbursed, will be resumed to-morrow in the Senate, and action is expected before the hour of adjournment. It seems altogether probable that some action will be taken which will send the questions involved into the courts for adjudication and decision. The railroad people are understood not to be adverse to such an examination, and even to prefer to have the matter once settled in that way rather than leave it in a condition for Congress to take hold of whenever and as often as it pleases. The proposition of Mr. Merrill, of Maine, to give original jurisdiction in the case to the Circuit Court of the Southern District of New-York, is quite favorably entertained on all sides.

THE LATE CORNELIUS WENDELL.

The Credit Mobilier journals of the "Independent" order gloat over the development of the fact that Cornelius Wendell, a Government commissioner, not a director, as the *Tribune* has it, was paid $25,000 to accept certain sections of the Union Pacific Railroad. Wendell has been dead three years or more, and was a "dyed-in-the-wool Democrat." He dabbled largely in Democratic newspapers, and had he been alive in the last campaign would undoubtedly have used the money to help elect Greeley.

THE BANK TAX.

Hon. C. L. Merriam has received from James Buell, Esq., President of the Importers' and Traders' National Bank of New-York, a petition, signed by the entire national bank interest of the City of New-York, asking for the reduction of taxes on national banks, and presenting a terse statement showing how these taxes, now onerous in the extreme, inevitably come out of the business community, and not out of the banks themselves, as the popular fiction goes. Mr. Merriam will present the petition for appropriate reference to-morrow.

GEN. LOGAN.

Senator Logan has not yet been summoned to appear before the Poland Committee, but it is expected a subpoena will be served upon him to appear on Tuesday morning. It is hoped he will not go on his own accord. There seems to be no necessity for that.

THE GENEVA AWARD.

There are indications of very considerable opposition on the part of the underwriters' agents to the bill of the House Judiciary Committee relative to the distribution of the Geneva award. Although the President recommended a commission to audit these claims, the committee is adverse to the appointment of such a commission. It is thought some attempt will be made to use this divergence of opinion as an argument against the bill. The committee, it is understood, were not at first agreed upon the report.

THE KANSAS SENATOR'S CASE.

It is the intention of the Committee on Privileges and Elections to close the investigation into the Caldwell bribery charges next Saturday. That end to the examination is fixed absolutely, unless important and unexpected developments should be made between now and then. The committee is determined that justice shall be done, and that there shall be no unnecessary delay. It is understood that Mr. Caldwell has still a large number of witnesses whom he desires shall be summoned, but it cannot be learned that he professes to be able to disprove the specific and important points in the testimony against him, and the impropriety of summoning a cloud of witnesses for no purpose but to prove generally his good character and protract the examination till there be no time for a report and action this session, is clear, whether the result to Mr. Caldwell is to be favorable or the reverse.

POSTAL TELEGRAPH.

There is said to be a strong effort making to secure the passage of the Hubbard Postal Telegraph bill this session. Till within a week or two no one except the ardent friends of the measure has believed in the possibility of its adoption this Winter; but lately its opponents are admitting that the sentiment in the Senate at least is favorable to the bill. It is hardly to be conceived that it can pass both Houses between now and March.

TWO CENTS POSTAGE.

A gentleman connected with the Post-office Department has been canvassing the House with regard to the prospects for the passage of the bill reducing letter postage to two cents. Of forty members whom he has thus far seen but one has indicated any opposition.

Dispatch to the Associated Press.

THE LOUISIANA QUESTION.

Messrs. McMillan and Ray, contestants for the vacant seat of Mr. Kellogg in the United States Senate, will act in their own behalf and for their respective parties, the former belonging to the McEnery and the latter to the Kellogg Party. They will be assisted by outside counsel, but during the sessions of the Senate Committee on Privileges and Elections these two only will be allowed to make suggestions and examine witnesses. Messrs. Lynch and Longstreet, representing the Kellogg Returning Board, and Messrs. Foreman, Mitchell, and Southmaid, the McEnery Returning Board, arrived here to-day, from New-Orleans. The former claim to have the law on their side, but the latter have brought with them three large trunks, full of documents, supposed to be the returns of the recent election called for by the committee.

BURNS ANNIVERSARY.

The Burns Club celebrated the 114th anniversary of the birth of Robert Burns, last night, at the residence of the President of the club, Thomas Wilson, Esq. This celebration differed from those of past years, it being a social and literary entertainment, attended by both ladies and gentlemen, and conducted on the temperance principle. In addition to the music, poems were read and speeches made by Speaker Blaine and Representatives Garfield and Bingham. Gen. Sherman, Judge McArthur, and others of prominence, were present.

Among the documents yesterday sent to the House of Representatives by the Acting Secretary of the Interior, was the protest of the Chickasaw Nation against certain measures pending in Congress providing for the opening of the Indian Territory to white settlement.

CREDIT MOBILIER AND UNION PACIFIC.

Both the Poland and Wilson Committees expect to close their testimony this week so far as the Union Pacific Railroad Company and the Credit Mobilier are concerned. Gen. Dodge, formerly a member of Congress, and afterward an engineer on the Pacific Railroad, has been telegraphed to come before the Wilson Committee as a witness. His testimony is considered important. This committee may, in consideration of the great amount of labor involved, the distance of the head-quarters of the Central Pacific Railroad Company from Washington and the short remaining time of the present Congress, ask to be relieved of the examination into its affairs.

DOUBLE POSTAGE ON PARTIALLY-PAID MATTER.

It is understood that during a recent interview between the Postmaster-General and Representative Farnsworth, Chairman of the Committee on Post-offices and Post-roads, the former intimated that he would revoke his order requiring double postage in cases where partial postage only has been paid, provided he should be sustained by the Attorney-General, whom he would consult on the subject. If, however, the Postmaster-General should not do so, the committee will accomplish the object by the passage of the bill heretofore agreed upon. The Secretary of the Treasury has informed inquirers that the terms with the Syndicate are the same as heretofore, with the addition that the financial parties agreed to insure the Department against loss in exchange. The arrangement will go into effect on the 26th February.

THE THREE PER CENT. EXPRESS TAX.

The question of the return of the three per cent. tax to the local express companies, argued by Judge Pierrepont, last Friday, before the Secretary of the Treasury and the Commissioner of Internal Revenue, has been decided in favor of the claimants.

POLITICAL MALICE.

How Investigations Are Prompted by Demagogues.

Special Dispatch to the New-York Times.

WASHINGTON, Jan. 26.—The manner in which malicious investigations are prompted will probably be strikingly illustrated in the case of the inquiry ordered into the Dubuque and Sioux City Railroad matter. On Friday last Mr. Job E. Stevenson, who has a good deal of the demagogue about him, offered a resolution, which was adopted, as follows:

Whereas, It is alleged the members of this House have been interested in the railroad from Dubuque to Sioux City, which received a subsidy in public bonds and has been managed by some of the operators of the Credit Mobilier of America; therefore,

Resolved, That the secret committee appointed Dec. 4, 1872, to investigate the alleged transactions of the said Credit Mobilier with members of this House, be instructed to inquire and report whether any member of this House has been interested in the construction contracts, the stocks, bonds, or subsidy of the said railroad from Dubuque to Sioux City, and especially that part thereof which was constructed by the Iowa Falls and Sioux City Railroad Company.

It will be seen that there was great particularity as to the records named, and an exceedingly general statement in the preamble, "whereas, it is alleged, &c." The fact is that it never had been "alleged," except in the floating gossip of the House, and Mr. Stevenson's preamble was, therefore, a malignant falsehood. Moreover, the resolution insidiously connects with this road a Credit Mobilier, solely for the purpose of scandalizing the thing in advance. When this resolution was adopted, Judge Poland went to Stevenson, and asked him for his witnesses. "I don't know anything about it," said Job. "Ask Ames and Alley—they were in it." And so it came back to Ames after all. Now, if Ames' evidence is good enough with certain people when it is against a man, it ought also to be good enough when it is for him, and in this matter the evidence given by Ames yesterday showed absolutely that the matter is one over which the House has no jurisdiction whatever. If there was a keen lawyer in opposition to the proposed investigation, he would break it down at the outset by pleading this a bar to further proceedings. As long ago as 1856 Congress granted lands to the State of Iowa for the construction of four parallel lines of railroad across the State. The State subsequently gave one of these grants to the Dubuque and Sioux City Railroad Company. This company built the road from Dubuque to Iowa Falls, and then failed. The land grant lapsed to the State, and was largely pre-empted by settlers. In 1868-69 another company was organized, and what there remained of the grant, 100,000 acres, was given to it. This company was composed largely of Eastern capitalists. John I. Blair, of New-Jersey, was President, and there were in it the Ameses, John B. Alley, Samuel Hooper, J. M. S. Williams, and many other merchants of Boston, ex-Gov. Coburn and brother, of Maine, who were associated with Speaker Blaine, the late Senator Grimes, and others. This company then went to work and raised the money among themselves and constructed the road for cash, by which they were enabled to do it very expeditiously and cheaply. They then turned round and took their own first mortgage bonds and the stock of the road in payment, and divided them among subscribers to the construction fund *pro rata*. There was a good profit in the transaction, but no fraud, no subsidy, and, in fact, it would look like nobody's business save those immediately concerned.

The Defaulting Bank Cashier—Extent of His Stealings.

Special Dispatch to the New-York Times.

BOSTON, Jan. 26.—A dispatch to the *Daily Advertiser*, from Exeter, N. H., says that the examination of the books of the Granite State National Bank is not yet concluded, but, so far, it appears that the bank loses about $40,000, and the Exeter Savings Bank $125,000. Thirteen of the best citizens of Exeter are bondsmen to the bank for $20,000, and nine to the Savings Bank for $35,000. The latter will be compelled to suspend, but the surplus of the National Bank is enough to secure its loss.

Suicide of a California Lawyer.

SAN FRANCISCO, Cal., Jan. 26.—Several weeks since George W. Bailey, a prominent lawyer of Martinez, Contra Costa County, was missed from his home and his whereabouts could not be discovered by his family or friends. Last night his body was found in a lonely place, five miles from this city, in a sitting posture. The right hand grasped a Derringer pistol, and there was a bullet-hole in the side of the head, indicating that he committed suicide. Domestic and financial troubles are reported the cause.

Laura D. Fair Delivers a Lecture.

SAN FRANCISCO, Jan. 26.—Laura D. Fair delivered a lecture last night on the subject of "Wolves in the Fold," at Sacramento, in a lager-beer saloon, having been unable to obtain a public hall for the purpose. On finding that nobody paid for admission into the saloon, she ordered the doors thrown open for free admittance, and the consequence was the place was immediately filled. Mrs. Fair ascended the platform and delivered her lecture

FRANCE.

Impression of Napoleon's Death—How the News Came to Hand—Reminiscences of the Ex-Sovereign.

From Our Own Correspondent.

PARIS, Friday, Jan. 10, 1873.

The news of the death of Napoleon III. was received in this city yesterday about 3 o'clock, and produced a very deep emotion. Notwithstanding the large number of dispatches sent from England, the fact was not reported in the evening papers. One of the first telegrams was received by a prominent speculator a few moments after the Bourse had closed, but no one credited the news. It was greeted with shouts of derisive laughter, for only three days before, after the first operation upon the Emperor, false news of his death had been circulated for the purposes of speculation. Up to the general hour for dinner the news had not reached the public ear. A majority of the evening papers go to press about 2 o'clock, and some about 3, or perhaps a half hour later, while the *Soir* appears at any hour from 7 to 10, according to the news expected. But the early journals print a second edition exclusively for subscribers, and not sold upon the streets. Hence those who took a glance at their journal after dinner were made aware of the sad event, and went out at once to spread the news upon the boulevards. By 9 o'clock it was known throughout the city, the throng upon the principal thoroughfares became very great, and the police was doubled. Nowhere were there any evidences of excitement, the crowd having an air of sadness and pensive reflection, which was very marked. The evening air was warm and Spring like, the cafés had placed their tables out of doors, and at no period during the Summer were the chairs so fully occupied as on this occasion. Before Tortoni's and the Café Riche there were large crowds of people discussing the news, while a little farther on was a scene of very wild description, but one which is common every evening on the arrival of important information. I have often spoken of La petite Bourse which meets at night about the Passage de l'Opera, and it is there men generally go to ascertain the effect of news and to judge of the temper of the city. It is a barometer which rarely fails. More than a thousand people were crowded together in a very small space, completely blocking up the way for some distance, and strongly resisting the efforts of the police to keep a way open for general circulation. *Rien n'est sacré pour un boursier*, and in half an hour the speculators were hotly engaged in the sale of stocks and Government securities. Two or three individuals mounted upon the benches and chairs were making propositions in the usual tone, and with an animation which showed that business was lively. Standing upon the outskirts of the crowd I could only catch an occasional phrase, but enough to learn that the quotations were much lower than during the day, and with a downward tendency. At 11 o'clock the "little Bourse" was still active, and groups of men in and about the passage were yet driving bargains with each other, and speculating upon the probable result of Napoleon's death.

THE NEWS IN SOCIETY.

In society the news was taken very seriously. The clubs were nearly vacant during the early part of the evening, the members hurrying away to consult with their party leaders upon the proper course to pursue. The Imperialists began to flock to the house of M. Rouher, then on his way to London, and a register was opened for the inscription of names and addresses, the latter being by particular request. Before 10 o'clock over 4,000 names had been inscribed. The news received that morning had been less favorable than that of the evening before, and for some reason the usual telegrams were very late. M. Rouher had news up to midnight only, although he should have received, before leaving for Versailles, the usual telegrams of the morning. The first telegram, sent instantly after the Emperor's death, was addressed to M. Rouher, but several members of the Assembly were made aware of the event through an indiscretion of M. Barthelemy Saint-Hilaire. Watching M. Rouher carefully, he saw a dispatch handed him, and naturally supposed that it referred to the death of the Emperor. He immediately whispered to his neighbor that such was the news, and it had run back to M. Rouher's seat before the genuine telegram was placed in his hands. Before he had broken the seal, half a dozen Deputies had rushed to him to verify the news, and were standing over him when he read it for the first time. A copy of M. Rouher's dispatch had been sent to the President's Secretary before it was delivered to M. Rouher, and the former let the secret out while the latter was reading a simple telegram from Paris. M. Rouher turned deathly pale, rose with an effort, and fairly tottered down the aisle, followed by other Bonapartist members. They came to Paris together, and M. Rouher, with his wife and daughter, took the evening express for England.

PRESS SENTIMENT.

This morning the journals of Paris give the news with a great many variations, and with appreciations which mark the character of the journals. The *Gaulois* appears in a deep black border. Some of the articles on the Emperor's death are simply disgusting, but for positive brutality I must give the palm to Louis Ratisbonne, of the *Journal des Débats*. This is the hero of the umbrella duel, which created a sensation some time ago, a pensioner upon the Emperor's bounty, he having an income from the latter's privy purse, and with it a much coveted sinecure, which gave him a living. He was librarian at the Palace of Fontainebleau, one of those posts given to needy literary men in order to insure them freedom from want, and leisure to pursue their studies. Mr. Ratisbonne's conclusion is that the death of Napoleon is a very happy thing, taken all round, and he cannot comprehend the sympathy shown by the royal family of England and the aristocracy. Edmond About's paper also gives a petty article in the same spirit, but it is not quite so base in its alloy, while the Radical papers generally show very little respect for decency or good breeding. None of these writers have sufficient control of themselves to separate the Emperor's person from the political questions attached to his reign, and seem to think it exceedingly smart to give the *coup de pied de l'ane* of the fable to the dead lion. Americans who have lived in Europe are invariably fond of the Emperor personally, for he was always very kind and affable to our compatriots. "I like the Americans," was a phrase often used by him in conversation, and when any of our countrymen had business with him, he was always very kind, patient and attentive. I recollect a German naturalized citizen who came here a few years ago with an invention, and, on asking for an audience with the Emperor's Secretary, was told to go in and see the Emperor himself. Napoleon received him warmly, and said that he was just then engaged in studying his model, and asked for explanations. The poor man was so confused that he made bad work of his French, and presently the Emperor said, "If it would be easier for you you can speak in English." Here, too, he became a little confused, when the Emperor, with great delicacy, and with an apology for the suggestion, invited him to continue in German. He did so, to his great relief, and was given another meeting. The next day he walked into the Tuileries, and straight to the Emperor's room, as easily as to the room of an old acquaintance. Napoleon was always the most accessible of sovereigns, and I fancy that many of the men who go about borrowing $5 could have entered the Tuileries with fewer expedients than are generally employed in reaching the editor of a leading journal.

REMINISCENCES.

The last time that I saw the Emperor was a short time previous to the war, at the horse fair in the Champs Elysées. I was standing with Prince Achille Murat close to the Imperial box, just by the open door. The Prince Imperial came down the steps to converse with us, and remained for some time, very gay, very happy, and very good-tempered. I formed a very high opinion of his natural abilities and of his disposition. In 1856 I had come from Germany to witness his baptism, and saw him held up upon a cushion in Nôtre Dame, a babe of a few weeks, and it seemed strange to meet him a lad of fifteen. The Emperor was in excellent health, cheerful as he always was, and very amiable to all about him. But he could be seen almost any pleasant day, walking in the Tuileries garden, or at the front entrance, open to the public, when going out for his rides.

THE FUTURE.

There is much speculation here to-day as to the result of the Emperor's death. The radical journals claim that *L'Empire c'est l'Empereur*, as a celebrated statesman remarked, the Imperialist Party is dead. Others think that it will occupy the position of the same party after the restoration, that is, be reduced to a small faction of "irreconcilables," while others think that it will raise up a strong party in favor of Napoleon IV., with the Empress as Regent. But it seems to me that the young Prince can never make so strong an appeal to the nation as that made by the name and prestige of his father. Every one knows what the Emperor could do, but not knowing what may be done by his son, many will prefer to let things alone so long as they go on well. Naturally a great deal depends upon the life of M. Thiers, and upon his ability to check the Reds. Many were Imperialists through fondness for Napoleon rather than upon principle, and on the other hand many who turned against the Emperor in his hour of trouble, and who found themselves deceived, might now vote for the Prince without being charged with inconsistency. The news is too recent to form an opinion upon the turn things will take in the party, but some light will be thrown upon the matter the day after the funeral.

UNION AND CENTRAL PACIFIC.

Substance of the Annual Reports of Both Roads.

WASHINGTON, Jan. 26.—The annual report of the President of the Union Pacific Railroad Company, made under oath in September last, recently communicated to the Senate, shows the names of the stockholders, the names of the directors, and all other officers of the Company, and that subscriptions have been received for 367,830 shares, at a par value of $36,783,000, on which there has been paid in the amount of $36,762,300. There has been received from the transportation of passengers for the year ended June 30, 1872, the sum of $3,067,808; from the transportation of freight, $4,122,651, and from miscellaneous sources, $771,711. The entire cost of the road, the unadjusted balances with contractors included, is, including fixtures, $114,258,535. The indebtedness of the Company is $75,894,512, including $27,237,000 of first mortgage bonds, and $27,236,512 United States loan.

Similar information is given of the Central Pacific Railroad in the sworn report of its President, from which it appears the amount of stock subscribed is $59,644,000, and the amount actually paid in is $54,288,190. The amount received for the transportation of passengers for the year is $3,620,519. The amount received for transportation of freight for the year is $5,753,246. The expenses of the road for the year are $4,317 332 32. The indebtedness of the Company is $80,900,132, including $27,855,680 United States Government bonds, $25,883,000 of first mortgage bonds of the Central Pacific Railroad Company, and $9,153,000 of land bonds.

The Government directors of the Union Pacific Railroad Company, John S. C. Harrison, J. H. Millard, James F. Wilson, and David S. Ruddock, made a thorough examination of the route in August last, and report to the Secretary of the Interior that they found the road, its equipment, and the apportionments necessary to the maintenance thereof in a condition highly satisfactory. They say that probably no equal number of consecutive miles of railroad in the United States can be found in better condition. The efforts made by the general superintendent to prevent a renewal of the snow blockade, will, in our judgment, if he is allowed to perfect them, prove successful and satisfactory. This being assured, and coupled with a proper and legitimate management of the affairs of the corporation, local, general, and financial, we do not doubt the capacity of the road to be equal to all just demands upon it, including the Government lien. Some reforms, however, are necessary to reach this result. They say that the annual meeting of the company should be held at the head of the road instead of in New-York and Boston, and there should be located the fully authorized and responsible officers of its local management. The records and accounts of the company should there be kept, to the end that those who are charged with the care of the interests of the Government in the affairs of the company may have some one place to look to for information. Then it would be in their power to discharge their duties faithfully and properly, but now it is not.

The directors call special attention to the contract with the Wyoming Coal Company, it being alleged by members of the Union Pacific Railroad Company that nine-tenths of the whole amount of stock ($500,000) belong to the company. The contract gives to a single corporation for a term of fifteen years all of the coal lands belonging to the Union Pacific Railroad Company, thus establishing a fuel monopoly along the entire line of road. The price stipulated to be paid for the coal is exorbitant, the average for the fifteen years being over $4 per ton at the mine. The directors say the contract is a bad one, and report the general facts in the case, that the Government may have them in possession, and to the end that some proper remedy may be devised. In the course of their report they say: "We have herein expressed the opinion that the Union Pacific Road, if properly managed, can be made to meet all just demands upon it, including the Government lien. It is not an exceptionably expensive road to operate. With a prudent management located at the head of the road, and clothed with the necessary power of making itself thoroughly familiar with the character, resources, and needs of the country tributary to the line, a most gratifying increase in the resources of the company could, in our judgment, be effected."

Prize-Fight in Philadelphia.

PHILADELPHIA, Jan. 26.—This morning a prize-fight between two colored men, named George Cornelius, alias "Schuylkill Coon," and George Lewis, alias "Locust-street George," took place near the Rope-ferry Bridge. The principals were escorted to the place by a crowd of white and black roughs in a tug-boat. During the twelfth round the friends of Lewis claimed a "foul," which was allowed by the referees, and the stakes, $100, were paid to "Locust-street George." Several hundred dollars changed hands.

The Missouri Senatorial Investigation.

ST. LOUIS, Mo., Jan. 26.—A dispatch from Jefferson City says the Senatorial Bribery Committee will report on Wednesday, and will exonerate all Senatorial aspirants excepting Gen. Dorris, and further states that no member of the General Assembly received any money for votes.

The Kansas Senatorial Contest.

ST. LOUIS, Mo., Jan. 26.—Dispatches from Topeka, Kansas, say that an understanding has been quietly effected between the four leading opposition candidates whereby they can at any moment concentrate upon one of them. Pomeroy's friends continue to claim they have eighty votes, and that he will be elected sure. The opposition claim about the same number, and are equally certain of success. As there are only 103 members in the Legislature, one or the other side must be deceived as to its strength.

GREAT OIL FIRE.

Total Destruction of Pratt's Astral Oil-Works—Loss Between $50,000 and $60,000.

About 10 o'clock last evening the inhabitants of the most northerly portion of Williamsburg were aroused by the blowing of the large steam-horn attached to Pratt's Astral Oil-works, situate on the block bounded by North Twelfth and North Thirteenth streets, and extending from First-street to the river. This was soon followed by the cry of "fire," and it was then discovered that the works had become ignited. In a very few minutes the engine from Second-street, near North Ninth-street, was at the scene of conflagration, but in consequence of the hydrants being frozen, it was impossible to get water before it became evident that the whole of the works would soon be ablaze, and nothing could be done to save them. Second and third alarms were therefore rung, bringing an engine from Greenpoint and all the remaining engines in the Eastern District. By 10½ o'clock several streams were playing on the fire, but by this time the whole of the works, over 100 feet long and twenty-five feet in width, was a seething mass of flame, which roared loud enough to be heard over the entire district. The tongues of fire shot high into the air, and burst continually through the dense black smoke which hung like a pall over the whole scene. The burning oil ran along over the snow, and catching the wind created by the fire, formed large spiral columns of flame which shot into the air fifty feet high, twisting and twining with a velocity far exceeding anything yet produced by steam machinery.

For some time the constant bursting of the stills caused great alarm in the neighborhood, for after each report the flames would leap with renewed fury into the air, and as they were blown by the wind in the direction of the adjoining gas-house, fears were entertained for the safety of those works.

The light wood-work covering the still was rapidly consumed by the fierce flames as they shot upward, sending up great showers of sparks, which drifted amid the falling snow-flakes toward the Williamsburg Gas-works, and as there was great danger that the gas already generated might ignite and cause a destructive explosion, two of the employes of the gas-works kept the northern face and roofs of their buildings continually wet by the application of their own hose, of which they had 600 feet, which they attached to hydrants on the premises. As the intention was simply to extinguish the sparks as they fell, the hosemen performed their task very cleverly by throwing their streams right and left, thus causing a spray that caught the sparks in mid-air, and so lessened the danger.

The firemen, finding that the principal oil-works could not be saved, turned their attention to the feed-tank, which contained over 500 barrels of oil. This tank was at the extreme easterly end of the principal works, and was supported on wooden beams and timbers, it being raised about twenty feet above the ground; and it was feared that if the supports should be burned through the blazing oil would, in consequence of the fall of the tank, be scattered over the assembled crowd, thereby doing considerable bodily harm. Although these timbers were several times on fire, and at one time seemed to be beyond control, the firemen contrived to throw so much water upon them that the tank was kept in its place, although the oil was burning furiously from the top.

By 11½ o'clock the firemen began to get the fire so much under control as to prevent it from extending to the neighboring frame dwelling-houses, to the store-houses of refined oil, and to the large stock which was lying in sheds near the river, although all the oil, amounting to between 5,000 and 6,000 barrels, that was in the works was all destroyed.

The origin of the fire was a leaky still. The man in charge of the still-room had noticed that a new still, No. 2, which had been only in use about three weeks, showed signs of leakage, and soon after saw the oil dropping into the furnace fire. Shutting the door, he went out to get the water-pipe so as to put out the furnace fire, but before he could do so he discovered that the building was ablaze. He then gave the alarm; but soon found that all efforts to extinguish the flames would be futile, as the destruction of the works was inevitable.

The loss on the buildings and machinery is estimated from $20,000 to $25,000, as the works were well constructed, and on stock about $30,000. It was impossible to get any account last evening as to the amount of insurance or the names of companies; but it is believed that the insurance is light, as the works have always been considered as extra-hazardous, in consequence of the numerous small fires that have occurred there at different periods within a short space of time.

Another Account.

At 9:50 o'clock last night fire broke out in one of the large oil-stills at Pratt's oil-works refinery, situated at the foot of North Thirteenth-street, Williamsburg. The flames soon communicated with the wooden structure that covered in the stills, which were six in number, and in a few minutes all the six stills were pouring out a mass of flame and a volume of dense smoke, that rolled away in the murky sky toward New-York City.

The facts in connection with the fire, as far as could be ascertained, were given in a statement made by Peter McElroy, a stillman employed on the premises. He says that still No. 2, in which the fire originated, was "charged," but a short time before, and the fires started as usual. There did not appear to be anything wrong with any of the stills. When the oil began to run the furnace door was opened, and it was discovered that the still was all ablaze underneath.

The cause of the fire is not known, but the stillman believed that a seam was in some way opened in the bottom of the still.

An explosion occurred among the other stills after the first one had been burning a short time, which caused some confusion. There are some large brick buildings on the premises, but nothing was burned except the six stills and the wooden shed that inclosed them. There were eight other stills on the premises that escaped unharmed. Four of the burned stills had a capacity of 275 barrels, and two of 500 barrels, and all the stills were full of crude oil when the fire broke out. There was no insurance on the stills. The oil-works cover an area of one block, and are sufficiently isolated to prevent danger to the neighboring houses.

The loss sustained by the firm is estimated in round figures at $35,000, the oil consumed being valued at $15,000, and the stills cost nearly $20,000.

The fire originated at the end of the main building, and immediately adjoining a new structure, which, like the rest of the building, was of wooden frame, covered with corrugated iron, two stories high. It was on the site of this new addition to the building that the fire broke out in this factory last December, by which a large portion of the building was destroyed. The carpenters and builders had not yet finished their work on the new wing, and the scaffoldings had not yet been taken down. The whole edifice was about 150 feet long by 50 wide, and stood completely isolated, with the exception of two tanks containing crude oil, which were raised on a trestle-work within a few feet of the rear of the sheds containing the stills. The oil in them took fire and burned without an explosion, agreeably disappointing the expectations of the firemen. The large tanks in which the oil is kept are near the water side, at a safe distance from the refinery, and underground pipes connected with the stills, so that, in the event of danger the oil can be run off; but according to the statements of one of the workmen, there was no opportunity of doing this last evening.

About 250 men and boys are employed by Mr. Pratt, including the workers in the box-factory and packing-house. Only a small proportion of this number, however, were employed in the refinery. Work was going on continually in the burned building, the fires under the still being kept up day and night. Five men were at work in the refinery when the flames broke out, and five more were in the building waiting to relieve them.

The Myrtle-avenue and Greenpoint cars were stopped by the fire, and fifteen were counted waiting for an opportunity to pass by.

The view of the fire from the water was a startling one, for the light was very bright, causing all of the large buildings on both sides of the river to stand out in bold relief, while the black smoke that rolled across the river, in almost unbroken form, rendered the spectacle still more imposing and impressive. Great praise is due the Police and firemen for their prompt action and conduct upon the ground. The firemen were fortunately aided by the wind in their efforts to save the buildings adjoining the stills, and that fact, no doubt, lessened the loss to the owners of the works.

THE MODOC WAR.

Reinforcements for the Government Troops.

SAN FRANCISCO, Cal., Jan. 26.—The companies of troops sent from this place to reinforce Gen. Wheaton against the Modocs, were on Friday only six miles from Fort Redding, where they were stopped by the muddy condition of the roads.

A Spanish View of the Recent Defeat of Our Troops.

HAVANA, Jan. 25, via KEY WEST, Jan. 26.—The *Voz de Cuba*, in an editorial in its issue of Saturday, says:

The defeat of the United States troops by the Modoc Indians is certainly a fact that does not honor much the arms of the Grand Republic. This war of extermination has been sustained more years between civilized Americans and the Indians, than our own war against those who wish to drive us from our homes and country. This Indian war wounds humanity in its noblest sentiments, and is a real scandal to this century of humanitarian sensitiveness. Being so close to the frontiers of his Catholic Majesty, he ought, in his next speech to the Cortes, indicate to Mr. Grant how much the Spanish people is affected by the proceedings of his Government against the poor Indians, and should tell the whole world that this fight is against a race who are the possessors of the land wherefrom they are to be exterminated. The King might also indicate to Mr. Grant the means he ought to employ to civilize instead of to exterminate the Indians; giving Mr. Grant's Government as a guide, the policy pursued by Spain against the Indians when conquering them in America.

The *Voz* also advises the principal European journals to send correspondents to find out the truth of what is passing in the Indian Territory, where has occurred a defeat so dishonorable to American arms.

THE WEATHER.

Synopsis and Probabilities.

WASHINGTON, Jan. 27—1 A. M.—Westerly to southerly winds and partly cloudy weather are now prevailing over New-England; light and fresh north easterly and south-westerly winds, cloudy weather, and rising temperature over the Middle States, with snow over the southern portion, and over the South Atlantic States with rain; light and fresh north-easterly and north-westerly winds, and cloudy weather from the Ohio Valley to the central Gulf coast, but with partly cloudy weather from the former to the upper lakes.

PROBABILITIES.

For New-England, falling barometer, higher temperature, light and fresh easterly to southerly winds, cloudy weather, and snow. For the Middle States, light to fresh north-easterly to south-easterly winds, cloudy weather, and snow, except for the southern portion possibly rain, the wind gradually shifting to north-easterly and north-westerly, with possibly clearing weather on Monday night; from the Ohio Valley to Lake Erie and the upper lakes, north-westerly and north-easterly winds and generally clear weather; for Missouri and the North-west, falling barometer with winds shifting to easterly and southerly, and, very probably, increasing cloudiness; for the Southern States east of the Mississippi, north-easterly to north-westerly winds, rising barometer and lower temperature, with clear and clearing weather for the interior and South Atlantic States, probably on Monday night. The majority of midnight telegraphic reports for the South Atlantic and Western Gulf States, Eastern Tennessee, Lower Michigan, Kansas, and the extreme North-west, not received.

The Signal Office reports that at 4:35 P. M. yesterday, it was snowing heavily at Corinne, on the Pacific Railroad, with the thermometer at 35°; snowing lightly at Indianapolis, thermometer 24°; Louisville, 28°; Lynchburg, 28°; Cincinnati, 30°; Marquette, Mich., 15°; Montreal, Canada, 19°; and raining at Nashville, Tenn., Augusta, Ga., and Punta Passa, Florida. The Signal Office reports that at 11 P. M., last night, it was snowing lightly at the following stations: Washington, D. C., thermometer, 35°; Port Dover, Canada, 19°; Omaha, 15°; Oswego, 19°; Pittsburg, 29°; Philadelphia, 28°; Baltimore, 37°. It was also raining at Savannah, Ga.

BY MAIL AND TELEGRAPH.

John W. Rice & Co.'s boot-shop, in Barre, Mass., was burned on Friday evening. The loss amounts to about $13,000; insurance, $9,000.

The steamer Nick King, bound to Florida, struck a snag and sunk near Darien, Ga., on Friday night. The passengers and crew were saved.

The store of George Lea, druggist, in Port Jervis, N. J., was entered by burglars on Saturday night, and $900 in silver coin, a quantity of cigars, opera-glasses, and other goods taken.

At Joliet, Ill., on Saturday, a motion made by counsel for a new trial in the case of A. J. Perfect, the wife murderer, was overruled, and Perfect was sentenced to be hanged on the 14th of February next.

—Last evening, thieves entered the lace and dress-trimmings store of Wm. Mencke & Bro., No. 804 Arch-street, Philadelphia, and secured laces to the value of $5,000, with which they escaped.

Rev. John Hutchinson, arrested in New-Jersey on a charge of swindling the sexton of St. Paul's Church in Boston, reached that city last evening in custody of an officer, and was committed to jail for examination.

The loss by the burning of Martin's distillery, in Philadelphia, on Saturday night, is estimated at $60,000; insurance $40,000, which is divided between Philadelphia, New-York and Eastern companies.

On Saturday the boiler in the drying-house of McVay & Allison's lumber-yard at Mansfield, Ohio, exploded, killing Adam Kahn, mortally injuring John Rysmond, and severely wounding two others.

A St. Louis report is to the effect that about 1,100 suits, involving over $1,000,000, are about to be entered against the Missouri Pacific and the Atlantic and Pacific Railroads by citizens of towns on the road for unjust discrimination in freight charges.

The Inspector of Customs at Canaan, Vt., has caused the arrest of a man named Gerdon, on the charge of smuggling a horse from Canada, which he sold to parties in Lancaster, N. H. The horse has been seized and held pending the examination.

Edward Mills, an employé of the Lackawanna Iron and Coal Company, at Scranton, Penn., while engaged yesterday in disconnecting the machinery in the rolling mill, was caught in the gearing and instantly crushed to death.

Capt. B. S. Osbon, editor of the *Nautical Gazette*, had a protracted interview with the President on Saturday respecting the best plan for the restoration of our mercantile marine interests. Capt. Osbon will prepare, at the request of the President, a series of letters upon the subject.

Early yesterday morning a squad of policemen made a raid on a gambling establishment in Fifth-street, Philadelphia, and arrested the proprietor and ten others, and also captured a roulette-table, with all its fixings. Pierson, the proprietor, has been held for trial, and the others to keep the peace.

The Norwegian bark Sylphide, before reported ashore near Wellfleet, Mass., was got off yesterday morning, with the assistance of the United States steam-cutter Hamilton. After shipping both chains the vessel was pumped free of water and was towed back to Boston by the cutter, where she arrived this afternoon. Although no damage was sustained by the bark, the crew refused to proceed on the voyage in her.

FOREIGN NEWS.

Russian Intrigues in Central Asia—Captures in Caboul by Russian Instigation—Relations with England.

BOMBAY, Jan. 26.—A Lahore newspaper reports that Sirdar Abdul Rahman, under Russian instigation, captured Fort Hissar, a dependency of Caboul, and sent the Governor of the place a prisoner to the Russians. Hissar is a good starting point for the Russians in any movement they may contemplate against Afghan.

The same authority states that Sirdar Mahomed Isa Khan has made a successful attack on Sherabat in Cabul. The Governor of the city was likewise captured, and delivered to the Russians.

[The above dispatch merely proves that the Russians are trying to foment internal feuds in Afghanistan—never a difficult matter. The Ameer, however, is a firm friend of the British.]

LONDON, Jan. 26.—Mr. T. Mitchell, Assistant Secretary of the British Legation at St. Petersburg, has just left London for that city. He is the bearer of important dispatches to Lord Loftus, the British Ambassador.

Aid to the Northfleet Survivors—Barbarity of a Captain.

LONDON, Jan. 26.—The Queen has subscribed £800 to the fund in aid of the survivors of the Northfleet disaster.

The American schooner Alberti, after several weeks' buffeting with adverse winds in the Channel, was run into and disabled on Saturday by a large bark, eight miles south of Lizard Light. The people on the bark refused to give her name or render any assistance. The Captain of the schooner was crushed to death while trying to put his wife on board the bark. The Alberti succeeded in reaching port in a badly damaged condition.

Death of the Dowager Empress of Brazil.

LISBON, Jan. 26.—The Dowager Empress Amelia, of Brazil, died in this city to-day, aged sixty-one years. She was married to the Emperor Dom Pedro I., of Brazil, in 1829.

Recognition of "Henry V." by Seven Orleans Princes.

PARIS, Jan. 26.—The Legitimist journals report the words of the Duke de Nemours, announcing that the union of the Orleans branch with the eldest line of the House of Bourbon is complete, and that seven Princes of the Orleans family have recognized the Count de Chambord as rightful King of France.

Relations of the Prussian and German Cabinets.

BERLIN, Jan. 26.—In the Chamber of Deputies, yesterday, after the speech of Prince Bismarck, Gen. von Roon made a statement as to the constitution of the Prussian Cabinet. He said a Ministry of the majority in Prussia was impossible. A Prussian Ministry must be a Royal Ministry, and the Imperial Chancellor must always be a Prussian.

Active Operations Against the Carlists.

MADRID, Jan. 26.—Gen. Moriones is actively operating against the Carlist insurgents in Navarre and the Basque Provinces.

Alleged Conspiracy to Murder at Bombay.

The Bombay *Gazette* of the 16th of December thus describes an affair which was attracting a good deal of attention in that city: Following close upon the DeGa poisoning case, by which four persons met their death under mysterious circumstances, a conspiracy has just been brought to light which has shocked all Bombay. As if four victims in the Portuguese family of DeGa were not sufficient, the Bombay police have, by cleverly-concerted measures, discovered a plot to murder two more members of that family—namely, Mr. Nicholas DeGa and his wife—and the most extraordinary part of the affair is that a solicitor of the High Court, Mr. Pestonjee Dinshaw, has been discovered to be the prime mover in it, while ignorant and uneducated men like fakeers are his accomplices. Under certain wills Mr. Pestonjee Dinshaw and others were executors. The legatees were pressing for the amount due upon the estates, and the Parsee solicitor effected a compromise with Mr. Nicholas DeGa, by which he was to pay over 12,500 rs. (£1,250.) Apparently, however, he thought there was a cheaper way of settling his liabilities, and he and a native named Succaram Raghoba searched in the bazaar for some man who would kill Nicholas DeGa and his wife. What they wanted was, they said, a "sorcerer"—a name which, we are afraid, means simply, in native customs, an assassin. The police heard of this, and as they had a fakeer in their pay, they threw him in the way of the conspirators, and he, representing himself to be an efficient "sorcerer," arranged that at a certain time on Tuesday night they should meet him at his house and make arrangements. The police hid themselves behind a partition in the house, but the conspirators did not appear. The fakeer, however, arranged another meeting for Wednesday night, and the police were once more on the alert, and this time they were not disappointed, as they heard Mr. Pestonjee offer large sums to the fakeer if he would, "by his sorcery," put Mr. DeGa and his wife out of existence within a day or two. The result of the case is, of course, that Mr. Pestonjee and his alleged accomplices have been arrested.

Triple Murder in Savoy.

A terrible crime has just been committed in Savoy. The local journals give the following partial details of the affair: "The curé of La Rochette was informed after vespers that a woman had been assassinated and was dying; he immediately went to see her. She proved to be a sister of the female servant of M. Revel, Tax Collector of La Rochette, and was found lying in the court-yard of the house of the latter, with some frightful wounds on her head from blows by a hatchet, and her face covered with coagulated blood. The curé administered extreme unction, and directed that she should be carried into the house, the door of which had to be opened by a locksmith. Then was discovered the bleeding and disfigured body of the domestic of M. Revel. The gendarmes, sent for by the curé, arrived in haste; they entered the chamber of M. Revel and found the unfortunate man stretched upon his bed with three deep wounds on his head from the same instrument. The crime was committed in the evening between 8 and 9 o'clock. It is known that the woman found in the courtyard entered about that hour, and was doubtless met by the assassins as they retired. The amount stolen was probably ten or twelve thousand francs."

New Tactics for the German Infantry.

An Imperial decree, says the *Pall Mall Gazette*, orders important modifications in the tactics of the German infantry. Henceforth, unless in exceptional cases, the German infantry will always be formed in skirmishing order. Infantry Captains will be mounted on horseback, as it is evident they would not be able to pass over the ground occupied by their companies with sufficient swiftness on foot. The first rank (or third) of the company being thrown out as skirmishers, the second will be similarly ranged at a distance of 200 paces (*schritte*) behind, ready to fill up the blanks that may be made in front. The rest of the company will be 200 metres further back. By this arrangement it is calculated that the destructive effects of modern projectiles will be greatly diminished. The rapidity of fire possible in the case of soldiers ranged in skirmishing order four or five metres distance from each other, will enable them to produce greater results than if they were acting in compact bodies. The new Mauser rifle, with which the German troops are to be armed, is said to be a weapon of extremely destructive powers, capable of being fired twenty-six times per minute, and marking with great accuracy a distance of 1,600 metres. It is further announced that Bavaria, like Prussia, will soon have its railway battalions. The first company, created by order of King Ludwig, will commence operations on the 1st of February. It includes six officers, twenty sub-officers, twelve corporals, and ninety-two soldiers. At present it is in garrison at Ingolstadt.

NEW PUBLICATIONS.

THE CLUBS OF NEW-YORK. With an Account of the Origin, Progress, Present Condition, and Membership of the Leading Clubs. An Essay on New-York Club Life, and Photographs of Leading Club-men. By FRANCIS GERRY FAIRFIELD. New-York: HENRY L. HINTON. 1873.

Clubs have existed in New-York for an indefinite period, but it is only latterly that they have manifested an active and vigorous life. Twenty years ago clubs existed among us, chiefly in order to supply millionaires with opportunities for social cigars and convivial champagne, and young men with eligible windows in which to display their new clothes to passing pedestrians. Within the last ten years there has been a sudden revival of club life. Political clubs have been founded, and have exerted an influence akin to that of the leading London political clubs. Art clubs and social clubs have multiplied, and the judicious person who makes the club his permanent abode, and who was once utterly unknown among us, has made his appearance in considerable force. It is manifest, therefore, that in writing the history of our leading clubs, Mr. Fairfield is sure of a wide circle of readers, whatever may be the literary merits of his work.

Limiting himself to those clubs that are known either by their importance and respectability, and to those that are known for less creditable reasons, of which the "Americus" is an example, Mr. Fairfield has described their origin and present condition, and interspersed his chapters with gossip and anecdote. That he has done his work in a creditable and pleasant way will be generally conceded. To have incurred the hostility of club-men would have been a very unwise proceeding on the author's part, and he has, therefore, looked principally upon the sunny side of club life. It was, however, hardly necessary, either to the success of his book or to the prosperity of our clubs, that he should have undertaken the work of a discoverer, and either found or invented such an enormous array of genial merchants and gentlemanly journalists of gigantic intellects. Had the latter been hotel clerks instead of mere newspaper men, Mr. Fairfield could not have been more keenly impressed with their graces of person, and their tremendous power as editors and writers. In fact, the reader is left to believe that the average New-York club-man is either a Roscoe or a Rogers, or else a combined and improved Shakespeare, Milton, and Webster. An exception, however, is made in the case of the Lotos Club, in regard to which the author remarks—"that sundry brainless members, claiming or assuming to represent a certain social position, did behave with unpardonable insolence and superciliousness, is, I imagine, quite indisputable, and of all things offensive to the self-respecting journalist, artist, or man of letters, the pretentious patronage of so-called amateurs, wealthy, but often ill-bred, is most so". The defense of the Lotos Club against this assertion may safely be left to its late President and singer of campaign songs, Mr. A. Oakey Hall.

Mr. Fairfield's volume is an interesting sketch of New-York clubs, and its chief fault—the indiscriminating praise which it lavishes upon every one but the youthful art patrons of the Lotos—will only add to its popularity. It is handsomely printed on fine paper, but is marred by the inexcusable errors of the proof-reader.

THE HISTORY OF NAPOLEON I. By P. LANFREY. Vol. II. London: MACMILLAN & CO. 1872.

The new volume of Lanfrey's *Napoleon* covers the period extending from 1800 to 1806, or, as the author prefers to describe it, from the day when Napoleon made the "first steps toward monarchy" to the decree of Berlin. The readers of the preceding volume will not need to be informed of the characteristics of the second part of the work. M. Lanfrey is one of those modern Frenchmen who regard Napoleon as even a baser wretch than he was believed to be by the average Englishman of the year 1814. He believes that there was no folly and no crime which Napoleon did not commit, and no infamy of which he was not capable. In the present volume he undertakes to show that the First Consul was an incapable soldier, and grossly blundered at the battle of Jena; that he was a wretched pretender to statesmanship; that in addition to betraying the liberties of his country, he treacherously ruined officers like Moreau, and sailors like Villeneuve, of whom he was jealous; that he murdered, openly or secretly, those whom he dreaded, or who stood in his way; that he poisoned English prisoners, and cruelly threw away the lives of his own men. In short, he is represented as the enemy of God and mankind—a vain, treacherous and malignant pretender to military skill and statesmanship.

There have been fulsome biographies, so-called, of Napoleon the Great, in which he has been represented as the greatest, noblest, and best of men. It is difficult to decide whether the weak praises of these silly books, or the womanish spite and persistent misrepresentations of M. Lanfrey's work, are the more unworthy of credit and respect. That Napoleon was neither a saint nor a demon is now conceded by all intelligent men, except, perhaps, Mr. Abbott and M. Lanfrey. The spitefulness with which the latter writes gives to his book a little piquancy; but judged as an historical work it is even below the level of Scott's *Napoleon*, and is worthy to be ranked only with the worst specimens of indiscriminate eulogy which the weakest worshipers of Napoleon have hitherto written.

SYSTEMATIC THEOLOGY. By CHARLES HODGE, D. D., Professor in the Theological Seminary, Princeton, N. J. Vol. III. New-York: SCRIBNER, ARMSTRONG & Co. 1873.

Dr. Hodge is conceded to be the leading exponent of orthodox Calvinistic theology in the United States. He was the associate, and to some extent the theological successor of the Alexanders, those pillars of pure and undefiled Presbyterianism. To an orthodoxy which is beyond suspicion, and an intellectual primacy willingly conceded to him among all the eminent doctors of the faith, as it is held by the disciples of Calvin, Dr. Hodge joins a profound sacred and secular scholarship, in which he is probably unrivaled in this country. He is, therefore, beyond all other living Americans, fitted to present the Calvinistic theology in an authoritative form. The earlier volumes of his *Systematic Theology* have been received as the best possible text-book for Presbyterian students, and the present volume, which is devoted to "Soteriology" and "Eschatology," will fully sustain the reputation of its predecessors.

MEN ARE WHAT WOMEN MAKE THEM; OR THE DRAMA OF THE RUE DE LA PAIX. From the French of ADOLPHE BELOT. By JULIA MORTON FURBISH. Philadelphia: H. N. MCKINNEY & Co.

The author of this romance owes whatever notoriety he possesses to the fact that he is the author of the most hideously indecent and inconceivably infamous novel that even a third-class Parisian feuilletonist has yet dared to write. That fact, however, was hardly a sound reason for selecting the present novel for translation. It is not an indecent book, and when indecency is eliminated from M. Belot's writings, nothing is left but a residuum of stupidity and silliness. *Men Are What Women Make Them* is enlivened by several sufficiently bloody murders, but it is poor in plot, wretched in style, and utterly devoid of character drawing. Persons who have heard of M. Belot's masterpiece, and therefore purchase the present work in order to revel in fresh indecency, will find that they have been made the victims of a misplaced confidence.

THE SERVANT-GIRL OF THE PERIOD, THE GREATEST PLAGUE OF LIFE. By CHARLES CHAMBERLAIN, Jr. New-York: J. S. REDFIELD. 1873.

The experience of Mr. and Mrs. Honeydew, a young married pair, form the thread of this amusing little narrative. The Honeydews, having undertaken house-keeping, were, of course, compelled to enter the servant-girl lottery, wherein the blanks so immensely outnumber the prizes. They were even more unsuccessful than usual. No matter what sex or nationality they tried in the effort to secure a capable and faithful servant, they were uniformly disappointed, until they finally found rest and happiness in a hotel. The story is, perhaps, open to the objection of being somewhat exaggerated, but it is told in a lively and entertaining way, and is full of humor.

UP THE HEIGHTS OF FAME AND FORTUNE, AND THE ROUTES TAKEN BY THE CLIMBERS TO BECOME MEN OF MARK. Edited by FRED'K BRENT READ. WILLIAM H. MOORE & Co., Cincinnati. 1872.

The announcement made on the title-page of this volume, that it is "sold to subscribers only," is adapted to convey the impression that it is entirely unworthy of notice. Nevertheless, *Up the Heights* is not an entirely worthless book. It consists of brief biographical sketches of Fulton, Watt, Stephenson, and other inventors, of eminent men of science like Cuvier, and philanthropists like Oberlin and Peabody. These sketches are fairly written, and, as in nearly every instance their subjects are no longer living, the book is free from the suspicion of being a collection of puffs paid for in advance.

THE LAWYER'S RECORD AND OFFICIAL REGISTER OF THE UNITED STATES. By H. CHARLES ULMAN. New-York: A. S. BARNES & CO. 1872.

This is a bulky and valuable book of reference. It contains, in addition to the information usually found in "blue-books," a digest of the laws of the several States, touching subjects of commercial law, with laws relating to the descent of property, and a complete list of practicing lawyers throughout the United States. Other topics, too numerous for mention here, are included in the work, which is one that will be generally appreciated by the legal profession.

Literary Notes.

—A *Life of Alice and Phœbe Cary*, by Mary Clemmer Ames, has recently been published by Hurd & Houghton. It is really an admirable biography. While the author admired and loved the two sisters whose private and literary history she knew so well, her book is not a mere eulogy, but a faithful and painstaking work of considerable literary merit. Several poems, written by the Misses Cary and hitherto unpublished, are added to the volume. —*Erma's Engagement*, by the author of *Blanche Seymour*, is a novel from the press of J. B. Lippincott & Co. It is not without merit, but it is guilty of the unpardonable crime of dullness. —Several of Mrs. Carlen's novels of Swedish life have been given to the American public. Her *Lavinia*, translated by Alex. L. Krause and Elbert Perce, has just been published by James Miller of this City, and will be welcomed by her American admirers. It is a graceful literary trifle, and will doubtless acquire a good degree of popularity. —*Homes and Hospitals* is the title of a volume published by Hurd & Houghton. It describes, in autobiographic form, the labors of two English ladies, Miss Amy Dutton and Miss Agnes E. Jones, among the the poor, and in the hospitals of London and Liverpool. It is prefaced by an introduction from the pen of Miss Florence Nightingale —The late M. Sainte-Beuve was evidently an enthusiastic admirer of Madame Desbordes-Valmore, a clever and excellent Frenchwoman, whose biography he wrote in his most fascinating style. The work, translated by Harriet W. Preston, is published by Roberts Brothers, of Boston, and its reader will admire the author's style quite as much as they will the lady whose rather commonplace virtues he celebrates so warmly. —*Margaret*, by C. C. Fraser-Tytler, is a delightful story, of a semi-religious character, embellished with a dozen admirable wood-cuts. It will be relished by all who can appreciate a quiet domestic story, artistically told. It is published by Dodd & Mead, of this City —*Expiation*, by Mrs. Julia C. R. Dorr, (J. B. Lippincott & Co.,) is a novel which contains passages of much descriptive power, but which is melodramatic and unreal in its characters. Could the author create character as well as she can construct and develop a plot, there would be reason to look for a novel from her pen which could be accepted as a full expiation for the faults of her present work —*The Perfect Life* is a series of twelve sermons by the late William Ellery Channing, edited by his nephew, William Henry Channing, and published by Roberts Brothers. These sermons exhibit the high culture and Christ-like spirit which have made the works of Dr. Channing revered even by those who regard him as the holder of heretical doctrines. —*Index Canonum* is the title of a thin octavo, containing the canons called apostolic, the canons of the undisputed general councils, and the canons of the provincial councils of Ancyra, Neo-Cæsaria, Gangra, Antioch, and Laodicea; in Greek and English. It is edited by John Fulton, D. D., and published by Pott, Young & Co. of this City. A complete digest of the whole of canon law in the undivided primitive church, alphabetically arranged, is added to the work, and increases its value.

—A new series of *Littell's Living Age* begins with the present week. In addition to the usual features which have made this publication so deservedly successful, the new volume will contain serial stories by MM. Erckmann-Chatrian and Fritz Reuter. The numerous rivals which have sprung up since the first publication of *Littell's Living Age* do not appear to have in any degree lessened its hold on the affections of the public.

—The *Illustrated Christian Weekly* for 1872 is a handsomely-bound volume containing the numbers of that popular weekly newspaper issued during the past year. The illustrations are among the best productions of our wood engravers, and the reading matter is pleasant and wholesome.

Removal of Georgia Negroes to Alabama.

From the Savannah Republican, Jan. 16.

Passing over the Central Road, night before last, we were able to verify the truth of the statements made in relation to the exodus of negro laborers from this State. Whole families of negroes, men, women, and children, chiefly, we believe, from Houston and adjoining counties, were going west; and we were informed by one of the conductors that several thousands had passed over that road, bent for the same destination, within the past three weeks, and that the volume of the ebb tide was increasing rather than diminishing. It seems the planters of Arkansas have employed Jeff Long and other colored men of influence to drum up recruits for their plantations, at so much per head, and the highly colored pictures drawn by these worthies of the delights of buffalo hunts and living on game, are enduring away thousands of the black bone and sinew of the State. If this thing goes on, and we see no way of stopping it, the question of labor will soon be a serious one in Georgia.

Southern State Indebtedness.

To the Editor of the New-York Times:

After a four years' war, it was, of course, to be expected the Southern States would be crippled and impoverished. More than six years have now elapsed since the re-establishment of peace, and the South is still poor. As if to aggravate their common misfortunes, nearly all the Southern States are so heavily overburdened with debt that the example of Mississippi, whose obligations to the amount of over $7,000,000 were repudiated some thirty-five years ago, seems almost the only avenue of escape from the financial embarrassments which must otherwise impede the prosperity of the South for a generation at least.

North Carolina owes	$30,000,000
South Carolina owes	16,000,000
Virginia owes	47,000,000
Georgia owes	10,500,000
Alabama owes	15,500,000
Mississippi owes	25,000,000
Louisiana owes	21,000,000
Tennessee owes	31,000,000
Florida owes	6,000,000
Making a grand total of	$202,000,000

To the Northern and Western States this question of Southern State indebtedness is one of the most serious moment; for, under the theory of our political organization, each State is liable to be called upon to contribute its quota of money and of men, when threatened by a common enemy. And hence one of the principal sources of our national strength is the possession of a credit unsullied and above reproach on the part of each member of our sisterhood of States. In the event of a foreign war, within the coming five years, what could the Southern States do for the common defense, or even for their own defense? Their present aggregate indebtedness is so large that they cannot sustain additional burdens, even if they were disposed to do so. If the Southern States seek relief by a general repudiation, as it seems now they are quite likely to do, the remedy is but an aggravation of the evil, for their credit, as States, is destroyed, and they are utterly helpless for all purposes of self-defense. Indeed, the burden of their defense falls directly upon the General Government, which, in turn, derives its own strength from those States which are able to perform their part in times of common peril.

Wise and prudent statesmanship would, therefore, seem to require that some means should be devised to aid the Southern States; for, otherwise, they are practically powerless for many years to come. They cannot pay their debts; for if they could, that would be an end of their difficulties. They cannot repudiate their debts, for if they do, such a violation of plighted faith not only adds disgrace to their poverty, but destroys their credit as States for all time to come. There is but one way to avert the threatened and existing evils resulting from the present overburdened condition of the people of the South, and that one way is for Congress, during the present session, to authorize the issue of $100,000,000, of bonds by the General Government, to be distributed, under suitable restrictions, among the Southern States, for the purpose of relieving in part the people from liabilities contracted since the war for works of internal improvement by their respective State Governments, which liabilities they cannot pay and must not repudiate.

Already has repudiation commenced in Georgia. That once proud and powerful commonwealth has taken the first step in a downward career, the end of which will be her ruin, financially and commercially, and her absolute dependence upon her sister States for those means of self-defense which otherwise her own sturdy sons would be able to afford. We hold that it is perfectly competent for Congress to grant relief to the people of the South in the manner suggested. While we earnestly advise this course to be pursued, yet we think that Congress should also provide some check or restraint against a State's contracting liabilities beyond its ability to pay. And to that end we know of no means more likely to be effectual than an amendment to the Constitution of the United States which shall permit any State to be sued in its own Courts, or in the Courts of the United States, in all cases where the Legislature of such State authorizes liabilities to be contracted by its officers.

If a State issues bonds, signed by its Governor, and bearing the seal of the State, and then refuses to pay or repudiates, any holder of such bonds should have a right of action against the State, and upon recovering judgment should also have the right to enforce the same by levy upon private property, in the same manner as where recovery is had upon city, county, or town obligations. Either such redress should be provided, or else the States must be absolutely prohibited from issuing bonds or contracting debts. It is a gross fraud upon honest people to permit a State to issue bonds, under the solemn sanction of a legislative act, and then to refuse payment, or to shield itself in the Courts on account of its sovereignty. Sovereignty is a word of noble import, and can never justify so foul a wrong. It is sovereign to pay; to refuse payment is ignoble and base. In conclusion, we believe that the prevailing popular sentiment would readily approve of Congressional aid to the people of the South as the only means of saving Southern State credit.

Yours, &c., A SUBSCRIBER.

Self-Love and Love to the Neighbor—Henry Ward Beecher's Sermon.

Mr. Beecher preached yesterday morning from the text, Matthew xix., 19: "Thou shalt love thy neighbor as thyself." His sermon was an explanation of the difference between selfishness and the taking care of one's self, and an endeavor to show where the line should be drawn between *selfness*, or the instinct, the sentiment, the voluntary habit of looking out for self, and the baseness of mere selfishness. He explained and illustrated at length the wide difference between these two qualities, which might appear, at a hasty glance, to signify the same thing; showing that observing the law of kindness to our fellows, in taking care of others, is the surest way of taking care of self; and that in contributing to the happiness of others we increase our own. He spoke of the importance of self-development and self-help, and he considered the law of manhood the law of selfness. By the law of selfness a man may accumulate power and influence or riches, but he must apply their benefits not to himself alone, but to his family, his neighborhood, his city, or to larger circles still, according to his ability. Selfness is first, benevolence second. When a conscientious merchant spends all day long for six days in the week in his counting-house, he need not reproach himself on the Sabbath and say, "I am afraid I have done wrong; I have thought too much of making money, of myself." It is right that we should toil hard; God meant that we should. But the question for him to answer is, "How have you administered your bounty?" We are not to receive all and give none; our life is not to be centripetal, but centrifugal. To get is the foundation on which we stand to give. Among other striking figures which Mr. Beecher used, he applied the beautiful illustration of the clouds slowly gathering moisture and dropping it bountifully upon the hot and parching earth. "Freely ye have received, freely give."

Before concluding his sermon, Mr. Beecher cautioned his hearers of the dangers of improper giving, saying that it is a most dangerous violation of the law to relieve a man of self-care. He alluded to the education of children, some of whom have too much bringing up. They should be taught self-reliance, he thought; and they should not have everything done for them, but allowed to try for themselves and to make blunders. Boys should not be kept in the house because they might meet bad boys outside, but should be taught how to deal with other boys, and should come in contact with them. Help that prevents any one from developing himself destroys him. It should stimulate him, not retard him. Mr. Beecher spoke at length upon the proper way to help one another, and said that the most dangerous thing next to inhumanity is humanity, and next to selfishness charity is the most dangerous, illustrating his meaning by explaining how charity and humanity may be misapplied.

Fire in Brooklyn.

A fire occurred at 8 o'clock yesterday morning in the two-story brick building Nos. 184 and 186 North Eighth-street, Brooklyn, E. D., owned by Mayer & Koelsch, and occupied by M. Marrett, glass cutter. The damage to the building was insignificant. Marrett's loss on stock, fixtures, and machinery is estimated at $5,000; insured for $22,000 in the Lancashire and the Liverpool, London, and Globe Companies. The origin of the fire is unknown

VIENNA'S EXHIBITION.

Prospects of the Approaching World's Fair—The Chosen Site and Its Advantages—General View of Its Promise.

From Our Own Correspondent.

VIENNA, Wednesday, Jan. 1, 1873.

The advent of the New Year, 1873, (which is to be remarkable in history for an unprecedented display of what was twenty years ago erroneously greeted as an outward demonstration of the arrival of the millenium of peace,) warns me that it may be expedient to give your readers an idea of the preparations in progress for the reception of three millions, expected to flock to the Austrian capital after the first of May. As Mr. Jay has promised us no less than three hundred thousand visitors from the United States, and almost a fleet is required to convey your exhibits across the Atlantic, I feel justified in presuming that some interest in the nascent exhibition is felt in the land of the Stars and Stripes.

THE OPENING-DATE.

The apprehensions entertained last Summer that, after all, the Exhibition would have to be postponed on account of unreadiness, have been signally falsified. It is true, at that time the Exhibition Prater did look a chaos, and there was a lamentable deficiency of hands, owing to the caprices of the labor movement throughout Europe. However, in military countries like this such difficulties are soon got over. A large corps of military engineers and other soldiers were told off to the duty, and then, seeing that they could be done without, the capricious workmen returned, attracted, however, by the handsome wages paid, and during the Autumn and Winter between three and four thousand men have been steadily employed, making the work vanish under their hands, so that since the end of Summer we have been regularly some days, or even weeks, in advance of the programme previously laid down at every stage of the monster's growth. Such results could not, of course, have been secured without work of the brain as well as of the hands. Baron Schwarz, the chief Commissioner, has had the light of four great exhibitions to walk by—two at London and two at Paris, not to speak of the latest annual international exhibitions at London, (to several of which he was accredited as Austrian Commissioner,)—and if that was a schooling that could scarcely fail to be useful, it must be admitted that the Baron has turned it to uncommonly good account. His plans and organizations are, in fact, admitted by competent judges to be a perfect marvel of method and perspicuity. Though he never for a moment lost sight of the central idea, he yet so admirably distributed the labor among the contributing parts that the whole mass rose steadily and simultaneously in even proportions over its entire breadth; the thing was so well thought out and planned before, that every item fitted into the other, and the largest amount of labor could be employed to raise brick upon brick and pillar upon pillar, as if each molecule, so to speak, was the only task proposed.

THE PLACE SELECTED.

In addition to experience gained at London and Paris, it must furthermore be conceded that no more suitable city could have been selected than Vienna, nor in Vienna any more favorable time than the present or place than the Prater. Visitors who have not seen the Austrian capital since the war of 1866 will be surprised at its altered look, magnitude, and magnificence. The old city is fast disappearing amid the splendid quarters rapidly absorbing the space abandoned by the fortifications. Not only has a marvelous amount of capital been made, and have the Viennese disencumbered themselves of former cittish and narrow notions and habits, becoming "citizens of the world" in good earnest, but Vienna is now in so plastic and elastic a state that the new structure could be easily fitted into the existing plan, and what is even almost of more importance still, that ample accommodation for the hosts of visitors can be afforded with unusual facility. Moreover, the constant and extensive building has trained a numerous staff of useful artisans, while, at the same time, architects and engineers have acquired most valuable experience and a practiced eye for architectural beauty. The innate talent of the Viennese for making things look natty and nice, light and graceful, yet, to all intents, answering practical purposes, ought not to be left out of regard, and, in fine, the natural advantages of Vienna in point of scenery and geographical situation shut out all competition. Situated as it were, on the boundary between East and West, a thoroughly European city, yet the market and nearest resting place for the Mahommedan world, with nations intermingling of the most various skins and character, and a native population so pliant as easily to fall in with the stolid habits of the North, yet as readily respond to the vivacity of the South. Vienna attracts people from all parts, especially since the unequaled charms of nature are superadded as a magnet of no contemptible force.

REPRESENTATIVE FEATURES.

You may be sure the West will be well represented. Your people are expected to turn out an uncommonly fine exhibition. France is straining every nerve to make a good show, in order to demonstrate that it has not lost its place among great nations, that its taste and skill have not disappeared under its misfortunes, and that its manufacturers still command plenty of means to oust their more solid German competitors from the market. Germany is making as great exertions to outshine in the peaceable domain of arts and industry her rival defeated in arms, and to secure respect from her southern ally. Moreover, the new great nationality of Germany impels her to use the Exhibition to the utmost as a political advertisement of her greatness. Austria must necessarily do her best to sustain by exhibits the great Exhibition on which she prides herself. England, indeed, for the present shows less exhibitional fight than usual; but then England always leaves such things to the eleventh hour, or at all events makes little show of its earlier preparations. Switzerland is bestirring itself with great vigor, and so is Italy, which, for the first time at peace with its northerly neighbor, is anxious to illustrate both its new friendship with the Tedeschi and its new great Powership by a formidable artistic invasion. But the special charm of the Exhibition will be the contributions from the East. Everything that comes thence is interesting to us Occidentals. There will not only be silks and ivories and other more properly show things, but the people themselves, with their utensils and appliances for daily use, and their variety of natures and features, which, in Western minds, are confused into one vast turbaned and chibooked host. As for amusing their visitors, you may trust the Viennese, of all an amusable nation, for not neglecting that department. Since last Spring we are in a state of constant excitement and preparation. It will be a wonder if any item, even the merest trifle, is forgotten. The unequaled scenery is always ready to hand, and the places in the neighborhood are making ready their most festive garment to tempt visitors to excursions. The city itself has been converted into one great workshop, building, decorating, dressing up and laying out. It is needless to remind readers that in its natural state it possesses unusual attractions. The city of Beethoven, Mozart, and Haydn is famous for its music and famous in its new opera-house, a stage unmatched in the world. In addition to this noble building, there is to be an Italian troupe, including Adelina Patti, at the theatre on the River Wien. Two new theatres have been opened in the two preceding months, and two more will be opened before May 1. The Ringstrasse will offer as inviting a promenade as can be imagined. The cafés, which are a characteristic feature of Vienna, will come out in their best style. Splendid buildings are being erected as accommodation for visitors, such as are fortunate enough to gain ingress to them, for thousands will have to put up with lodgings at one of the nearest railway stations. As for accommodations, I ought to observe that two thousand Hansom cabs are in progress of manufacture, especially for the exhibition time, though they will not be cast aside when that period of triumph is over; and your true American or Briton, who cannot travel without his daily paper in his own tongue and reading what is going on at his own home, will have the broad sheets of the Vienna *Times* to peruse in the intervals between sight-seeing.

MAGNITUDE OF THE SHOW.

Concerning the exhibition proper, I may set out with the observation that even in point of mere magnitude it will far surpass any of its predecessors. It will, in fact, be five times as large in area as the last great exhibition at Paris, occupying 2,330,836 square metre. In point of exhibits the difference will be greater still, though how great it appears difficult now to say. The present work of the Commissioners may be said to consist chiefly of attempting a comparison between demand and supply of space. Applications have come in so numerously from all parts that additional buildings have had to be raised, and still there is deficiency of room. Germany, for instance, offered to fill the space allotted to it six times over, and though in addition to the 7,762 square metres originally appropriated to itself it has now 10,000 more, there remains a vast discrepancy still between space and exhibits, and Baron Schwarz is too able an organiser to allow overcrowding. The site of the exhibition is admirably chosen, in fact, a better could not be imagined. Whoever has been to Vienna knows the Prater—the Champs Elysées of Vienna, and more than an equivalent to all the parks of London combined. It is the pleasure-ground *par excellence* of all classes of Viennese, at all hours of the day, and almost all of the night. While the fashionable world revels in its *corso* in the main avenue, the Emperor and his family themselves setting the example, the millions are to be found junketing in the adjoining Wurstlprater. The exhibition will be near to both—is situate, in fact, between the main avenue and what was hitherto called the Fireworks-avenue, but will henceforth go by the name of the Exhibition-avenue. The Prater are imperial grounds, green and well timbered, up to twenty years ago inclosed as a deer park, and before Joseph II.'s time scarcely open to the public. Since then they have become the great play-ground of the city. The remoter part is still even now preserved as a deer park, fenced in and inaccessible, but for the period of the exhibition the antlered inmates have been turned out, as much for their own safety as for the convenience of the public. The advantages of the site consist not only in its almost unlimited space, great accessibility, and a favorite ground, but also in the park-like surroundings, which present the usual look of newness, the plaster and whitewash aspect of the monster building. There are splendid avenues of trees ready to hand, encircling the exhibition ground, and studding the gardens tastily laid out around the buildings, by filling up every space between them. There is one tree of special historical significance in the grounds, the oak to whose shade the Viennese owe the privilege they now enjoy of lounging in that very park. Behind its thick trunk Emperor Joseph II., the Haroun al Raschid of modern times, one moonlight night overheard the lamentations of a loving couple, who could not procure their parents' consent to marriage, since "he" was poor, and "she" was well off. "He" closed with a bitter denunciation against the propertied classes enjoying riches, *entre autres* such parks as the present, and seeking selfishly to keep them all to themselves and shut out the poor. The next day the Emperor good-naturedly proclaimed the Prater open to the public.

Jean Ingelow's Views of Woman's Opportunities.

The following letter, from Jean Ingelow to Lucy Stone Blackwell, of Boston, is published:

DEAR MADAM: I have been long in the habit of receiving from America your interesting paper, the *Woman's Journal*, and, as I do not know who is the kind and courteous donor, I hope I may convey my thanks through you as one of the editors. I am glad of the information I derive from the *Journal*, but I have not found time hitherto to give the whole subject of rights such an amount of study as to make it wise to utter my crude thoughts respecting them; other things appear to be given to me to do, and I take them up to the exclusion of what lies beyond.

You have, I venture to think, more than one problem to work out in America, on which, in a great degree, depend the welfare of women. In one of these I take a keen interest, and I hope to see you settle it for yourselves and for us. I want you to discover how domestic work is to be combined with high culture.

So long as household work is thought degrading, (and nowhere is this so much the case as in America,) there never can be anything like universal education: there must always be some who work all their lives because others will not work at all. It is to be one of the great things that you Americans, I believe, are raised for, to teach the world how this is to be done; but the teachers can never be those who are poor; they must be those who are not obliged to work at all.

How to make clear starching and ironing graceful and pretty occupations, (and such they were thought by our great-great-grandmothers,) how to keep a house clean, and to assist even in a kitchen, without the least sense of being lowered, or the slightest personal deterioration, might surely be managed if women gave their minds to it—if more delicate machinery was invented for helping them, and if it could even be made the fashion for all women, young or old, to pride themselves on their domestic skill.

I hope, if you can, you will convey my thanks to the lady who sends me your paper, and will believe that I take a deep interest in everything which so sincerely aims at your good.

I am, dear madam, very truly yours,
JEAN INGELOW.

The Mystery of Edwin Drood.

From the Rochester Democrat, Jan. 23.

We mentioned some time since a statement that a young man was engaged in the completion of *The Mystery of Edwin Drood*, writing as a medium, at the dictation of the spirit of Charles Dickens. The medium, we learn further, is a German printer of Brattleboro, Vt., thirty or thirty-five years of age, intelligent, but without genius so far as his friends understand him. He says he has never read a single one of the works of Mr. Dickens, much less the one in course of publication at the time of the novelist's death; yet he has reproduced some of the peculiar features of the latter, and some of his manuscript bears evidence at least of a very good imitation of Dickens' style. We have been shown letters from two prominent citizens of Brattleboro, both of them disbelievers in spiritualism, and one of them especially cautious against all manner of isms, and they appear to be very much impressed with the work of the medium as far as it has progressed. One of them remarks that parts of the manuscript are "so unmistakably Dickens' style that no one not blind with prejudice would doubt it"—and of course we are reminded that it is one thing to have Dickens' style, and another to have his own work. The medium works three evenings a week, accomplishing eight to ten pages at a sitting, and he calculates—or, rather, the spirit of Mr. Dickens does—that it will take about six months to complete the *Mystery*. He began on Christmas Eve last, according to the special request of the spirit—a period, remarks the latter, "the dearest, holiest to me of all the year when on earth." We have been shown several pages of manuscript, copied from the original, including the "Dedication," the "Preface—which treats of the whys and the wherefores," &c., and, to tell the truth, are not particularly impressed with them. Some expressions are in the style of Mr. Dickens, but many more are decidedly unlike him; and the opening pages bear a striking similarity to the commonplace work of most mediums, being a gushing tribute to spiritualism and a general invitation to the cold, unbelieving world to embrace the faith.

The Appeal of Edwin James to the English Bench.

From the London Echo, Jan. 10.

In the Spring of 1861, as will doubtless be remembered, an inquiry was instituted by the Benchers of the Inner Temple into certain rumors affecting the character of Mr. Edwin James, who at the time sat in the House of Commons as one of the members for Marylebone. This inquiry terminated on the 18th of July in that year in the passing of a resolution canceling his call to the Bar and striking his name off the books of the society. A day or two after Mr. James gave notice of his intention to appeal to the Common Law Judges against this decision, and he has within the last fortnight presented to them a petition, in which, while stating the reasons which compelled him to abandon that intention at the moment, he prays them to appoint a day for hearing him, either in person or by counsel, in support of his application for the reversal of an order which now precludes him from the practice of his profession in this country. Mr. James in this petition points out that the inquiry which was instituted by the Benchers of the Inner Temple had reference to his pecuniary transactions with the present Earl of Yarborough, (then Lord Worsley,) the late Mr. Ingram, and Mr. W. H. Fryer; but that in the course of the proceedings no opportunity had been afforded him of answering any one specific charge. He then enters into some details as to the nature of the transactions in question, and adds, that when the exposure of his affairs occurred, in 1861, he had from £3,000 to £4,000 at his banker's, which he intended, aided by his income, which was between £8,000 and £9,000 a year, to have applied to the reduction of Lord Worsley's liabilities on his account as they arrived at maturity. Beyond the imprudence, which he admits, of placing himself under a pecuniary obligation to Mr. Ingram, to whom he was professionally opposed, Mr. James contends that the accusation made against him in this respect was the only one involving a semblance of professional delinquency which had been laid before the Benchers, and that the attempt to fasten upon him a charge of corruption in the performance of his duty as an advocate, was entirely disposed of by a comparison of his opening speeches at the two trials of Scully *vs.* Ingram, in which he was employed as counsel for the plaintiff. The advances obtained from Mr. Fryer he emphatically denies to have been the result of any corrupt promise made by him to obtain an appointment for that gentleman. A subsequent paragraph of the petition contains a statement to the effect that the petitioner's pecuniary embarrassments were chiefly caused by losses which he had sustained, one of £88,000 having been incurred in a speculation in which he had embarked with the late Mr. John Sadlier, by enormous interest paid to usurers, and by imprudent expenditure at Parliamentary elections. Mr. James further observes that since his departure from England he has resided in the States of New-York and New-Jersey, in America, until the month of March last, and that it was simply owing to want of means that he did not before prosecute the appeal he now makes to the judges to rescind an order which he characterizes as unjust.

GENERAL NOTES.

The Boston *Advertiser* reports that the Boston firemen were paid twenty-five cents per hour for extra service at the great fire. Common laborers received forty cents.

Hon. Erastus Partridge, President of the First National Bank of Seneca Falls, and largely interested in manufacturing enterprises there, died on Monday night.

The Baltimore police authorities have formally called the attention of the City Council to the necessity of further regulations respecting the exhibition of dangerous trapeze performances.

The conductors on a Boston street-car line, who were supplied with a new patent "registering punch," devised a very ingenious, and profitable method of swindling with them, but have been detected and brought to grief.

A man and woman have died lately in North Falmouth, Mass., from the results of vaccination. The former's arm began to swell in four hours from the time of vaccination; in twenty hours he became delirious, and within a week he died.

A panic was caused in a crowded church in Kingston, Canada, at a wedding on Wednesday evening, by some indications that the front of the gallery was giving away. Several ladies fainted, and others were badly crushed, but fortunately nobody was seriously injured.

A writer in the Baltimore *American* urges that at least a portion of the Japanese indemnity fund should be given to the officers and crew of the Wyoming; that the widows and orphans of the brave men who fell in sustaining the honor of our flag may be benefited by it.

Mr. Thomas Lasher, a farmer in Ghent, Columbia County, discovered a broken rail on the track of the Hudson Branch of the Boston and Albany Road, on Saturday, and, by prompt action, averted what would probably have been a very serious disaster to a fast train.

The high priest of the Chinese Joss-house, in the rear of Judge Dwinelle's Court, in San Francisco, was arrested recently and fined $50 for exorcising the evil spirit with squibs, bombs, and crackers, thus interrupting the discharge of the business of the Court by the din of his devotions.

A graduate of West Point, who resigned his Lieutenancy in the army to take part with the rebels, was recently discovered by an army officer shoveling gravel on the extension of the Colorado Central Railway. The officer secured him a responsible position in the engineer corps of another road.

Cincinnati is excited by revelations of the fact that the detectives of that city have been patrons and partners in a burglary, and that one of them tried to realize on his part of the "swag" by sending a friend to notify the agent of the owner that it could be recovered if he were well paid for it.

The Post-offices in Hockersin and Kaolin, Del., are two miles apart, but a letter posted in the former for the latter must now, under the mail arrangements, first be taken to Wilmington, fifteen miles; then to Philadelphia, twenty-eight miles; thence to Avondale, forty miles, and then to Kaolin, its destination, twelve miles more.

Mrs. Tucker, of Chicago, has sued certain members of the Fire Relief Society, of that city, for $20,000 damages, alleging that they entered her dwelling-house and took from it almost everything of value. She denies that she had goods for one house and secreted them, and then procured goods for another house and secreted them, as had been charged.

A new divorce law, before the Legislature of Indiana, limits the causes for which separation shall be granted; requires one year's actual residence in the State, and provides that if the offense was committed in another State, no decree shall be granted unless such offense constitutes cause of divorce in the State where committed.

Many influential papers in Pennsylvania oppose the bill before Congress for the creation of a new judicial district for the northern portion of their State. The Pittsburg *Commercial* says that there is not a particle of necessity for another district, and it believes that if the Judiciary Committee had had all the facts before them, the bill would never have been favorably reported.

A bill now before the Senate of Michigan provides that no opinion or impression formed by a juror upon other than personal knowledge of the facts, shall be a sufficient ground of challenge, if the juror will declare on oath that he believes he can render an impartial verdict, according to the evidence submitted on the trial. The number of peremptory challenges is increased to twenty on each side.

The Lowell (Mass.) *Courier* tells a story of a remarkable infant in that city, which was born blind but has a wonderful memory, and at nine months of age could articulate many words. At present, at the age of eighteen months, it asserts, the little one can repeat most of the Catechism, correctly name the different grand divisions of the earth and the parts of speech, and repeat the Greek as well as the English alphabet without prompting. Moreover, if she hears the name of a visitor but once, she will associate it with his voice, and be able to salute him by name weeks afterward, if he enters the house.

A resident of Scranton, Penn., who was taken with a violent pain in his head about a week ago, became insensible, and so continued for three days. Skillful treatment and careful nursing have restored his bodily health, but his memory has gone of everything that has occurred since the day, three years ago, when he struck his head against a beam in a barn connected with his residence, at that time in Elmira. He is now busily engaged reading up, and may in time learn more than he cares to know about the Credit Mobilier and the Tammany frauds, not to mention Fisk's career or the Chicago fire.

Western Nevada boasts of its pleasant weather. The Virginia City *Enterprise* of the 11th says: "We have thus far had scarcely snow enough to whiten the ground, and but five or six days of weather that could be called cold. And still the atmosphere is as dry and genial as in September, and for the past week the noon-day sun has driven people to the protection of awnings. We seem to be within a charmed circle. Tempest and storm have been all around us. We have looked down upon the clouds as they drenched the valleys east of us, and watched them as they swept around us and whitened the western mountain tops."

LAW REPORTS.

Court Calendars—This Day.

UNITED STATES DISTRICT COURT—IN ADMIRALTY.—Held by Blatchford, J.—170, Duncan et al. vs. Steamship F. Wright; 61, Whitney et al. vs. Ferry-boat Sunswick; 62, Brown vs. Loud; 43, Johnson et al. vs. Steam-tug General Grant; 1, Rahn vs. 183 tons coal; 8, Van Lone vs. Steam-boat Skiddy; 9, Gomes vs. Ship Hydra.

SUPREME COURT—CIRCUIT—Part I.—Held by Fancher, J.—Court opens at 10½ A. M.—1281, McVeeney vs. The Mayor, &c.; 335, [illegible] et al. vs. Olmstead et al.; [illegible], Manlon vs. Cabot et al.; [illegible], [illegible] et al. vs. Flannebaum et al.; 812, Caldwell et al. vs. Weld et al.; 1627, Tracy vs. The Mayor, &c.; 483, Sheldon vs. O'Brien, [illegible]; 709, Newman vs. Slavine; 831, Thompson et al. vs. O'Brien; [illegible], Caldwell et al. vs. The Raritan and Delaware Bay Railroad Company et al.; 877, Paterson vs. Van Buren; 895, Antonucchi vs. Fisk, Jr.; 941, Sutherwaite vs. Vreland; 943, Thompson et al. vs. Nelson; 953, Hedges et al. vs. Gilman; [illegible], Dicey vs. Mildenberger; [illegible], [illegible] vs. Starr; 1036, Miller, Jr., vs. Harmon; 1065, Bronson vs. Dimock.

SUPREME COURT—CIRCUIT—Part II.—Held by Van Brunt, J.—Court opens at 10½ A. M.—772, The People ex rel. Stemmler vs. McGuire; 594, Farley et al. vs. The Baltic Fire Insurance Company; 1822, Rosser vs. The Mayor, &c.; 148, Swords vs. Edgar et al.; 673, Bangs vs. Nordheimer et al.; 443, [illegible] vs. [illegible] et al.; 1816, O'Donnell vs. The Mayor, &c.; 574, [illegible] vs. Hefferel et al.; 1718, Leverick vs. The Mayor, &c.; 776, Harris vs. The Equitable Life [illegible] Company; 1606½, O'Connor vs. Halleran et al.; [illegible], [illegible] vs. Vogel et al.; 894, Van Winkle vs. Byrne et al.; [illegible], Livermore et al. vs. Forman; 902, Varick vs. [illegible] et al.; 908 Fienis vs. Baack; 910, Reilly vs. The Mayor, &c.; 912, Camie vs. The Florida Railroad Company; 914, Looney vs. Pennington et al.; 916, Brown et al. vs. Yates et al.

SUPREME COURT—CHAMBERS—Held by Barrett, J.—Court opens at 10 A. M.; Calendar called at 12 M.—[illegible], Dawson vs. Irwin; 32, In the matter, &c., of Robert H. Hume; 45, In the matter, &c., of Robert H. Hume; 69, The People, &c., Duffey vs. The Board of Apportionment; 70, Conover vs. The Board of Apportionment; 71, Fleming vs. The Board of Apportionment; 76, The People, &c., Dunphy vs. Green, Controller, &c.; 77, Fullerton vs. Green, Controller, &c.; 78, Haverty vs. Green, Controller, &c.; 79, McGloin vs. Green, Controller, &c.; 80, McNally vs. Green, Controller, &c.; 81, Gordon vs. Green, Controller, &c.; 84, Hughson vs. Bell; 86, The People, &c., Lockwood vs. Green, Controller; 87, The People, &c., Cavanagh vs. The Board of Apportionment; 94, the People, &c., Brown vs. Green, Controller; 95, The People, &c., Brown, vs. Earle, Auditor; 96, The People, &c., Walters vs. Green, Controller; 97, The People, &c., Walters vs. Earle, Auditor; 98, The People, &c., Tenth National Bank vs. Green, Controller; 99, Guides, &c., Tenth National Bank vs. Green, Controller; 100, The People, &c., Tenth National Bank vs. The Board of Apportionment; 102½, Same vs Same; 104, Erie Railway Company vs. Gould and Fisk; 106, Fisk et al. vs. Watson et al.; 107, Adams vs. Langan et al.; 109, Anderson vs. The Mayor; 113, Erie Railway Company vs. Gould; 122, Cushman et al. vs. Burndell; 135, Russell vs. Smith et al.; 137, In the matter, &c., of S. Kaufman; 138, In the matter, &c., of John Sherwood; 139, In the matter, &c., of C. G. Gunther; 140, In the matter, &c., of Frederick D. Toppen; 141, In the matter, &c., of Jacob Voorhis; 142, In the matter, &c., of John Voorhis; 143, In the matter, &c., of S. L. M. Barlow; 144, In the matter, &c., of Gould Hoyt; 145, In the matter, &c., of Gould Hoyt; 146, In the matter, &c., of Gould Hoyt; 148, The People, &c., Johnson, vs. Green, Controller; 153, Thurber et al vs. Arguimbau; 156, Finnel vs. American Institute; 157, Godwin vs. American Institute; 159, Newhall vs. Whitehouse; 160, Mullen et al. vs. Whitehouse; 162, Hermann vs. Dingee; 166, Otto vs. Otto; 172, Crolius vs. The American Bible Society; 173, American Bible Society vs. Stark et al.; 174, McCabe vs. McCarthy et al.; [illegible], Benedict vs. Gutta Percha Rubber Manufacturing Company; 182, Streamwel vs. Schneider; 183, Van Blarcom vs. Van Blarcom; 184, Mannery vs. Green, Executor; 185, Purdy vs. Metzger; 186, Page vs. Le Grave; 217, In the matter, &c., of Marie Lever; 217½, —— vs. ——; 218, Leggalicer vs. Martinez et al.; 222, Woodward vs. McCormack; 227, Phelan et al. vs. McGovern; 228, Kilpatrick vs. Beebe et al.; 234, Lang vs. Beer; 236, Stitch vs. Lamm; 238, Leonard vs. Schuberth; Nos. 241, 247, 248, 250, 252, 254, 256, 258, 261, 262. Call—No. 271.

SUPREME COURT—GENERAL TERM.—Adjourned for the Term.

SUPERIOR COURT—TRIAL TERM—Parts I—II.—Adjourned for the Term.

COMMON PLEAS—TRIAL TERM—PART I.—Held by Robinson, J.—Court opens at 11 A. M.—Nos. [illegible], Wisner vs. Ocean National Bank of New-York City; [illegible], (by order) Maier vs. Homann; 129, Macfarlane vs. Solomon; 1124½, White vs. Weldon; 608, Kreymborg vs. O'Brien, Sheriff; 16, Schreyer vs. Bogart; [illegible], Carroll vs. The Third-avenue Railroad Company; [illegible], McCauley, Administratrix, vs. Gunn; 1050, [illegible] vs. Shapter; 1061, Bernhard vs. Kapp; 1144, Quick vs. Tinker; 612, Leetch vs. Atlantic Mutual Insurance Company; 613, Same vs. Same; 1615, Knapp vs. Meier et al.; 1082, (peremptory) O'Rourke vs. Hallo; [illegible], Worster vs. Hyman; 511, Willard vs. Peck, Jr.; 2044, (preference) Sullivan vs. The Mayor, &c.; 70, Burstenbinder vs. Devean; 35, Baldwin vs. Newburn; 1709, The Panama Railroad Company vs. Thompson et al.; 164, Brown vs. Baker et al.; [illegible], Mayer vs. Heywood; 1282, Calamette vs. Western Union Telegraph Company; 374, Paris vs. Kelly, Sheriff; [illegible], (by order,) Seaman vs. Mayer, &c., New-York; 1731, McCormack vs. Erskine; 763, Masters' [illegible] Association vs. Walsh; 308, Bullock vs. O'Brien, Sheriff; 2007, (by order,) Bleecker vs. The Mayor, &c., New-York; 1247, Bank of North America vs. National Bank of the Commonwealth; 1854, (by order,) Schwartz vs. Brennan, Sheriff; 1903, Schott, Administratrix, &c., vs. Wright et al.; 1625, Smith vs. Morgan; 512, Bell vs. The Home Insurance Company; 1649, Ludlow et al. vs. Boyce.

MARINE COURT—GENERAL TERM—Held by Gross and Spaulding, JJ.—Loewenthal vs. Wolf; Hart vs. Conner; Heiske vs. Hall et al.; Same vs. Same; Geraghty vs. Heston.

MARINE COURT—TRIAL TERM—Parts I., II. & III.—Adjourned for the Term.

COURT OF GENERAL SESSIONS.—Held by Hackett, Recorder.—Samuel Malony, robbery; Thomas Collin, burglary; Joseph Henderson and John Keeland, burglary; Michael Forman, burglary; Charles Sayers, burglary; James Curran, felonious assault and battery; Charles Smith, assault and battery; Samuel McLoughlin and James O'Neil, felonious assault and battery; James Maloney, felonious assault and battery; Mathew Busey, felonious assault and battery; Henry Lee, felonious assault and battery; Edward Healy, grand larceny; Dennis Leary and Thomas Manning, larceny from the person; James Long, larceny from the person; Edward Cahill, larceny from the person; Samuel Malcolm, assault and battery.

Father Hyacinthe in Paris.

The London *Guardian* publishes the following interesting account of a service at which Father Hyacinthe took part on Sunday, Jan. 5:

The Père Hyacinthe, as he still continues to be called, opened his mouth in public yesterday morning for the first time in Paris since his change alike of ecclesiastical and social position. The occasion of his doing so was the decision of the French Evangelical Protestant Communion to hold a week of intercessory prayer for the restoration of Christian unity; and the locality was M. de Pressensé's Chapelle Taitbout, in the Rue de Provence. The Père Hyacinthe was solicited to address the meeting, and he consented to do so. The position was not, perhaps, that which he would have voluntarily chosen for a reappearance before a French public after quitting the pulpit of Notre Dame. But it seemed scarcely probable that any other would be open to him for some time to come in Paris. An authorization from the "authorities" is necessary for him to speak in public anywhere else except in a place of worship; and such a notorious trimmer as the present Ministre des Cultes, who recently struck the army chaplains out of his budget to please the Extreme Left, and then allowed their place to be filled by Jesuit chaplains, serving gratis, to please the Extreme Right, is not likely to incur the responsibility of granting a license for public speaking to the Père Hyacinthe. The latter, therefore, has broken silence as above intimated. The curiosity and interest to hear him again seemed to be very great, for the chapel was filled to overflowing nearly an hour before the time announced. The congregation, though mainly Protestant, was of a mixed character, and many Catholics were present, as well as Episcopalians, both English and American. The proceedings opened with the announcement by a pastor, from the pulpit, of the week of intercession, followed by a prayer and psalmody, after which the Père Hyacinthe was introduced and spoke, not from the pulpit, but from the raised platform in front of it. His address was chiefly of a general character, upon the object of the meeting. He was careful, however, as regarded himself, to make it quite clear that, although most anxious to promote the movement in favor of Christian unity, and willing to attend and speak in a place of Protestant worship in order to do so, he came there as a Catholic and faithful member, as far as permitted to him, of his own Church. He then very prudently proceeded to make his hearers aware that any attempt to reconcile or promote a union between extreme opinions on either side must necessarily prove a mere hallucination. Between those who stood out for the principle of absolute authority, like the Ultramontane Party, and for that of unlimited freedom of individual opinion, like the ultra-Protestants, there never could, he said, be any common ground of agreement or reconciliation. Union could only be effected by mutual modifications of these extreme opinions on either side. Both were equally wrong and dangerous, in the Père Hyacinthe's opinion; for, as he happily expressed it, clerical radicalism was just as dangerous to the Church as political radicalism was to the State. Large, rather than broad, catholic views were the only real basis upon which the reunion of Christendom could be hoped for—the "reunion of Catholics and Protestants"—or, as he repeated it, putting the two antagonistic principles in the absolute form of opposition in which they always stand toward, and are spoken of as regards each other in this country—the "reunion of Catholicism and Protestantism." These views, enforced with as much freedom and firmness as eloquence upon his Protestant auditors, seemed to be accepted with entire approval; and it was, perhaps, in return for the indulgence shown to this Catholic portion of his address that the Père Hyacinthe, in his eloquent peroration, took occasion to enforce strongly the doctrine that "faith," and not the person or chair of St. Peter, was the "rock" upon which the "Universal Church of the future" must be made to rest. After a short address from M. de Pressensé, who, while animadverting on Ultramontane intolerance, did not omit some useful advice to his coreligionaries on their own sectarian narrowness, this very interesting meeting broke up, with the announcement of meetings for prayer and intercession throughout the week.

The Cosmopolitan Conference.

A meeting of the Cosmopolitan Conference was held yesterday afternoon at Turner Hall. G. W. Madox delivered an address on "A Truly Democratic Government." The address was principally an abuse of all law and government as being opposed to labor. He proposed that all duties, revenues, and taxes should be abolished, but that Government should provide work for all, feed, clothe, and educate children, maintain all who could not work, loan money without interest, and sell at cost. The address was concluded with a tirade against capital as opposed to labor. A debate followed the address, several of the Internationals taking part in the discussion.

FINANCIAL AFFAIRS.

Sales at the Stock Exchange for January 25.

Pac. Mail	100	Ohio & Miss.	20¾
do.	100	do.	20¾
do.	100	do.	20¾
do.	100	do

The New-York Times.

NEW-YORK, MONDAY, JAN. 27, 1873.

Amusements This Evening.

BOOTH'S THEATRE.—BRUTUS, OR, THE FALL OF TARQUIN.—Mr. Edwin Booth.

UNION SQUARE THEATRE.—ATHERLEY COURT.—Mr. D. H. Harkins, Mrs. Clara Jennings.

FIFTH AVENUE THEATRE.—ALIXE.—Mr. Charles Fisher, Miss Clara Morris.

GRAND OPERA-HOUSE.—THE CATARACT OF THE GANGES.—Mrs. John Wood, Mr. Joan Brougham.

WALLACK'S THEATRE.—BROTHER SAM.—Mr. E. Sothern, Mr. John Gilbert, Miss Effie Germon.

OLYMPIC THEATRE.—ALHAMBRA.—Miss Pauline Markham, Miss Rawlinson, Mr. Bell, Warner.

NIBLO'S GARDEN.—LEO AND LOTOS.—Mr. M. W. Fiske, Mr. Ledingwell, Mlle. Dissi.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES.—Afternoon and evening.

BOWERY THEATRE.—BUFFALO BILL.—Mr. J. B. Buckley.

ST. JAMES THEATRE.—SAN FRANCISCO MINSTRELS.—Birch, Wambold, Backus and others.

BRYANT'S OPERA HOUSE.—ETHIOPIAN MINSTRELSY.—Dan Bryant, Saymour, Reed.

ACADEMY OF MUSIC.—ANNUAL BALL of the late Volunteer Fire Department.

COOPER UNION HALL.—LECTURE by Prof. C. A. Young, on "Our Knowledge of the Sun."

STEINWAY HALL.—LECTURE by John B. Gough: "Will it Pay?"

The New-York Times.

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☞ For the accommodation of up-town residents, advertisements for insertion in the TIMES will be received at No. 54 West 33d-st., junction of Broadway and 6th-av.; No. 306 West 42d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

From the statements which reach us, we must fear that Gov. DIX has been led into some mistakes in his nominations of harbor-masters. If so, the "politicians" have deceived the Governor, for he is not likely to make bad appointments with his eyes open. Has the Governor look carefully into the record of James M. THOMPSON, whom he has nominated as Harbor-master?

It is evident that some kind of active correspondence is going on between Russia and Great Britain in reference to what are called Central Asian politics. In mere diplomacy Russia has generally beaten England; but, once now and then, England has not been content to remain beaten, and, on this occasion, she will probably stand firm to her demands, whatever they are. India is too great a stake to be trifled with, and if Russia is bent upon "acquiring" Persia, the fight might as well come now as at any other time, for come it must. In our opinion, whenever the struggle comes, Russia will be at an enormous disadvantage, for the British army in India is not at all a bad one, and it could just now be indefinitely increased from native sources. Neither Hindoo nor Mussulman will fight to destroy a foreign rule which they know, in order that another foreign rule which they dread may be substituted for it. Russia will not get Persia just yet.

The poor teamster PRYER, who was brutally murdered by NILSON last week, was buried yesterday. He had a wife and four children, to whom doubtless he was as dear as most men are to their families, and whom he has left in utter destitution. Of him there is an end—but when is his murderer to be tried? Next year—or shall we say about the time of the next Presidential election?

It is rather vaguely reported from Paris, for the hundredth time, that the two branches of the BOURBON family have united, and that seven of the Orleanist Princes have recognized the Count of CHAMBORD as the rightful King of France. It is impossible, at this moment, to say what such a combination would effect in French politics. Its most probable immediate result would seem to be to concentrate the "law and order" class in favor of THIERS, who propitiates the Republicans with appearances and names, but keeps the peace. The more threatening any claimants to power become, the more the actual possessor of power may rely on being allowed to do everything he can to retain it. At present, France desires time to recover herself, and desires it sincerely, and the only diversion she will allow herself, or her rulers, is making ugly faces at Germany.

Our Washington dispatches give a version of the history of the Dubuque and Sioux City Railroad, which seems to place it beyond the jurisdiction of Congressional investigating committees, unless some more intimate connection, not yet alleged, is discovered between it and any Congressional action. Congress, at least, seems bound to get itself thoroughly "investigated."

One matter connected with the Union Pacific Railway is in a fair way to be settled. There is a standing question whether the Secretary of the Treasury shall retain the full interest charged by the road for services to the Government, or only one half, to be applied on the interest of the Government loan. It is proposed to refer this question to the Circuit Court of this district, and a settlement there is certainly preferable to having one constantly being made or revoked in Congress.

The policy of funding the Canal debt is again before the Legislature. It is to be hoped that it will receive hearty support. The object is simply to reduce the annual charge on the canal revenues, and make possible the reduction of the tolls. This is certainly desirable. The Republican State Convention approved it; the various Boards of Trade, and the New-York Chamber of Commerce, have indorsed it, and the Governor has recommended it. The least the Legislature can do is to submit the proposition to the people, who, we have little doubt, would sanction it. The two main advantages of the policy are, that it would place a salutary check upon the high freight charges of the railways, and that it would tend to bring breadstuffs to the New-York market.

Oakes Ames.

The joy shown by those particular "Republican" papers which tried to destroy the Republican Party last year over every fresh invention of OAKES AMES proves that their defeat in November has not been without its sting. The *Tribune* and other "Democratic-Republican" organs shriek with delight when OAKES AMES drags a new name into his slander-mill. His word is regarded as final proof against an accused person. OAKES AMES says that So-and-So took shares in the Credit Mobilier, and OAKES AMES must be believed. As for the accused persons, no matter what they may say, they are at once pronounced guilty. The *Tribune* and its allies do not want to hear both sides. The Oakes Ames side is enough for them. Certainly it is a new way of trying men. Some scoundrel comes forward and charges a respectable man with dishonesty. Instantly the organs of a discredited and ruined faction take up the cry, and ask us what we think of our leading Republicans now. If OAKES AMES says a thing, it must be true. Considering the encouragement he has received, it is wonderful that he has not dragged a few dozen more members of Congress into his net.

For whatever is wrong in this Credit Mobilier business, we have not a word of defense to offer. Our comments upon the affair have been quite as outspoken, but we hope a good deal fairer, than those of the "Liberal" organs. But we have always maintained, and we do still maintain, that men like COLFAX, WILSON, BLAINE, DAWES, KELLEY, BOUTWELL, BINGHAM, and others, ought not to be condemned on the *ex parte* statements of a knave like OAKES AMES. Every accused person is held to be innocent until he is proved to be guilty, and in reference to the gentlemen we have named, the presumption was undoubtedly in their favor. They are not new men to the community. Some of them have spent the greater part of a long life in the public service. Is it reasonable, is it just, to assume that they were guilty of dishonorable conduct—of betraying their trust in consideration of bribes—on the mere word of a man who at least has proved himself to be an unprincipled intriguer? Would any man who reads these lines like to be treated in that way?

Before this investigation had gone far, the justice of the course we had taken was fully shown. The *Tribune*, the Springfield *Republican*, and all the organs of those newspaper busybodies who went to Cincinnati to nominate "the next President," had over and over again declared that Speaker BLAINE'S guilt was incontestable. Yet he was so conclusively shown to have had no part whatever in the Credit Mobilier business that even the *Tribune* pack were obliged to admit that they had been "mistaken." Senator WILSON'S innocence was also proved. So with Mr. BOUTWELL, Mr. GARFIELD, and others. These were the men specially attacked during the campaign. The charges against them fell to the ground, and even the "Liberal Republican" papers were compelled to withdraw them—or at least to shut their mouths. This result justifies us in again demanding that no man of hitherto unsullied character shall suffer in the estimation of the public upon the unsupported statements of OAKES AMES. If the word of a man who has proved, out of his own mouth, that he has no sense of honor in him is to be sufficient to destroy the good reputation of years, pray who is safe?

If OAKES AMES had told his story in such a way as to prove that he was a truthful man, the case might be different. But his evidence is full of contradictions, prevarications, and manifest untruths. Take Mr. COLFAX'S case as an instance. AMES called to see Mr. COLFAX before giving his testimony, and Mr. COLFAX positively denied ever receiving any dividend. AMES then went before the committee and testified that he could not remember paying COLFAX any dividend. Mr. COLFAX then swore that he had received none. ALLEY swore that AMES told him that COLFAX'S recollection agreed with AMES' own. AMES also told another person the same thing. But suddenly he chooses to swear that a certain check had been paid to COLFAX as a dividend. He don't know when, or where; the check was not indorsed; the Sergeant-at-arms, on whom it was drawn, and the cashier who must have paid it, have no recollection of paying it to Mr. COLFAX; finally, Mr. COLFAX is not credited with it, and he swears positively that he never received any dividends whatever. A somewhat similar case is Mr. KELLEY'S. And for all the averments of AMES to the contrary, we are asked to take the authority of AMES' pocket memorandum-book, and his own hazy, defective, contradictory recollections.

Here, then, are a number of gentlemen positively testifying that they did not enter into the transactions described by OAKES AMES. The accuser is constantly contradicting himself, and yet, forsooth, every word he says is to be instantly accepted as gospel. If he were in a court of law, he would be liable to an indictment for perjury—but he knows very well that he is protected before a committee of Congress. He can stab at any man's character with perfect impunity. He is always backing up his slanders by references to his "little book," which the "Liberal" papers call a terrible book. Why on earth does he not produce it? A Judge on the Bench would make him do it in five minutes. He would not be allowed to bring what he calls "copies" into court, and upon the strength of them, doctored for the occasion, swear away the characters of men who have lived half a generation before the country without a blemish. Nothing would be easier than for a person like AMES to enter into a "little book" half the members of Congress, as having received money from him. But would that be *proof* against them? Is the statement of a slanderer to be accepted as truth because he happens to write it in a book? The design of the *Tribune* and other papers of the same kidney in instantly gobbling down all OAKES AMES' lies is evident enough. They are carrying on their work of last Summer. They failed to break the Republican Party then, but they think they can deal a fatal blow at the reputation of many its leaders now. But, surely, the sense of justice in the public mind must be too strong for these tactics. If any man in Congress can be shown to have entered into a corrupt transaction, or to have had his votes influenced by presents of shares or money, let him be disgraced and expelled. But there is no pretense of such a charge in connection with Mr. COLFAX, or the other Republicans whose names have been mentioned. Even AMES, unscrupulous as he is, does not insinuate it. Is it not, then, an outrage for the organs of the Cincinnati gang to pretend that unsullied reputations have been hopelessly ruined, simply because OAKES AMES comes forward with an incoherent collection of falsehoods about his "memory" and his "little book"?

The Temper of the Legislature.

In some quarters it is assumed that the Republican majority in the Legislature, especially in the Assembly, has furnished such evidences of disintegration as to justify the belief that we are to have the shameful history of last Winter repeated. We do not doubt that the "skilled talent," which finds its profit in discord, hopes that the few corrupt men who succeeded in retaining their seats have proved that they have sufficient power to thwart legislation that is not in their interest; but we can see no reason to fear that their expectations will be realized. There was for a day or two some cause to dread that the result of the late struggle over the issuing of passes to the Assembly floor, had shown that the corruptionists would control the House; but it speedily appeared that very few, perhaps none, of the members had voted on the question with such intent, and that with very few exceptions they can be depended upon to serve the cause of Reform whenever the necessity for decisive action arises.

So far, then, as the events of the session have shown the temper of the Legislature, it has given no occasion for distrust, and we are yet firm in the belief that it will not. So far as the Senate is concerned, we feel certain that it will improve upon the record it made last Winter, and the Assembly can hardly fail to be far more worthy of public confidence than its predecessor. It contains among its members many young men, new to public life, who are anxious to make reputations which will serve them in the future; and they will naturally be very careful not to lend themselves to schemes for the furthering of corruption, or the disturbance of Republican unity. We have ninety-three members on the floor of the Assembly, and of this number only four or five are known to be hostile to the spirit of reform, or willing, for the sake of individual gains, to risk the continuance of Republican ascendency in the State. These few are well known, and in past years have so clearly shown the motives by which they are governed in the discharge of their public duties, that the new members do not need to be more distinctly warned of the dangers which would result from following their lead. So long as the Assembly has in it such men as Mr. PIERSON, Mr. FORT, Mr. TOBEY, Mr. ROSE, Mr. PRINCE, and others equally trustworthy to serve as examples, we do not believe that any considerable number of the Republican members will allow themselves to be made the tools of those who, in former years, have made our legislation a merchantable commodity, and a reproach to the State.

There is little reason, therefore, for the rejoicings in which "skilled talent" is indulging. The Legislature has already made substantial progress in such material reforms as extirpating the abuses in appraisers' fees in Surrogate's courts, and in the procedure as to writs of mandamus and of prohibition. The Committees on Cities have set earnestly, intelligently, and in an impartial manner about the great work of furnishing this City with a charter which will enable us to secure an honest and economical Government. This is the principal business of the session, and we are glad to see that it has been approached in no narrow spirit; but, on the contrary, that a disposition has been shown to consider the opinions of all those who have earned the right to be heard. The Republican Committee is certainly entitled to that consideration, and it properly had patient and courteous hearing. The Committee of Seventy had an equal claim to be heard in the argument, and it rightfully had similar treatment. Under the circumstances, it was only just that the adjournment requested last week by the representatives of the Seventy should be granted, but it having been then announced that the final hearing would take place to-morrow, there can be no complaint of unfairness if the Committees on Cities then retire to make up their reports. We are informed that, after great exertion, Mr. NATHANIEL SANDS has succeeded in scraping together a Committee of the Citizens' Association, to appear at Albany to-morrow, and demand another postponement of the hearing on the charter. We trust that no member of the Legislature will fall into the blunder of deferring to the wishes of Mr. SANDS in this matter.

Promptitude in arranging the affairs of this City is our greatest need. With delay comes the opportunity of the schemers, and we, therefore, hope that the Committees on Cities will make their reports with all possible dispatch, and that both the Senate and Assembly will act at once upon those reports. It is now evident that all the sincere friends of reform are willing to accept the charter prepared by the Republican Committee, and that differences exist only upon two material points. One of these, which is the legislating all present incumbents out of office, we have reason to believe the Republicans may not be unwilling to concede; and there should be no great difficulty in arranging the other point, which is the method of appointments. With a little mutual confidence, this matter can be easily settled, and a charter, based upon such broad principles of justice that it will not require to be changed for many years to come, can be passed before the middle of February. The only obstacle we can see to this speedy consummation of the hopes of the friends of Reform is the delusion of Mr. TILDEN and Mr. JOHN KELLY that a Republican Legislature is to restore this City to the control of Tammany, because they choose to consider it "reformed." Nothing is so certain as that the Legislature will not, and should not lend itself to any scheme of the kind.

The French Census.

The census of France is taken once in five years. A census was taken in 1866, and the latest numbering of the people ought consequently to have been finished in 1871. France had, however, a number of more pressing duties to attend to about that time, and the official enumerstion of 1866 was, by decree, continued as the authentic basis of representation, &c., up to the end of 1872. During the closing months of last year the Department of the Interior was busy classifying the results of the enumeration, which are published in the French papers lately received. The census of 1872 has a melancholy significance for every Frenchman, if not for every lover of his species. It shows that, after reckoning up the blood and treasure squandered, and the territory sacrificed as the result of a dreary and disastrous war, the awful balance-sheet of loss was still far from complete. It shows that the ravages of pestilence generated by war have been no less terrible than those of war itself. It reveals France entering upon a new cycle of her history, with a population reduced to the number it was in 1857, and suggests the mournful reflection that while the country has retrograded fifteen years in population, it has nearly trebled the public debt of fifteen years ago. It shows, in fact, that while the national debt of France in 1857, amounting to $1,606,000,000, represented a burden of but $44 per head of the population, that of 1873, amounting to $4,000,000,000, represents a burden of nearly $128 per head.

The following are some of the most instructive details of the census which has lately been completed. To discriminate between the diminution in numbers, which has resulted from loss of territory, and that which has been the consequence of pestilence and war, it is necessary to revert to the census of 1866. At that date France included eighty-nine departments, having a population of 38,067,094. Of these, one department has been ceded entirely and three have been partially so. The population attached to this territory numbered, in 1866, 1,597,338. This gives a basis of 36,469,856 as the population of the present territory of France in 1866. But, the result of the enumeration of 1872 shows the existing population of France to be 36,102,921. This gives a net diminution in the number of people inhabiting the diminished territory of France of 366,935, or, counting the inhabitants lost by annexation, a gross decrease in six years of 1,964,173.

Even these figures, however, do not show the aggregate loss of population by war and its accompanying evils. It must be remembered that, during four years out of the last six, the population of France was undergoing a natural increase of about 150,000 per annum. Assume that the decrease of marriages during the dreary days of 1870-71 resulted in decreasing the average proportion of subsequent births by one-half, we have still 150,000 births to credit to the two last years of the period in question. To the absolute loss of population since 1866 we must, therefore, add the excess of births over deaths, amounting to 750,000. Thus we find that the slaughter of 1870-71, and the epidemics of small-pox and other diseases which followed in its train, cost, throughout the present territory of France, the lives of 1,116,935 people. This is still considerably within the mark, for a pretty large proportion of the inhabitants of the ceded provinces have migrated into French territory, and as these provinces, while they remained French, suffered at least as much as the rest of the country, we must add to the above about 50,000 lives lost in Alsace-Lorraine, and as many more in France, whose loss is covered by Alsatian immigration. This would bring up the absolute cost of the war in human life to about 1,217,000, which being added to the million and a half of people left in the ceded Provinces, gives a total sacrifice of inhabitants to France, as the result of the war with Germany, of 2,717,000 inhabitants, and, counting the diminished ratio of births, of 150,000 more. This represents a loss of that productive power which constitutes national wealth, at least equal to the amount of the debt which has resulted from the war. That these figures are rather within than over the mark, is shown by the fact that, adding the natural increment of population to the census of 1866, France ought to have had, in 1872, about 39,000,000 of inhabitants, while she has actually but 36,102,921.

The total decrease of French population is spread very impartially over the eighty-five departments which now constitute her territory. Only in fourteen of these has there been any increase of population whatever, and in but nine has this increase amounted to over three thousand. In five out of the nine, the increase is accounted for by the movement of population into manufacturing towns. In fact, taking the forty-two cities in France, which contain over thirty-thousand inhabitants, we find that in but five of them has there been any sensible decrease of population, and these five are, strange to say, all seaports. In thirty of these cities there has been an increase of population, amounting in the aggregate to 167,887, or, deducting the diminished population of the seven, the city population of France has increased since 1866, 126,496, in the face of an alarming decrease in the rural population. When we examine the aggregate population of the smaller towns, we find the movement of the rural inhabitants toward populous centres still further illustrated. Taking the total inhabitants for 1866 of 362 seats of departmental or cantonal government, we find that the increase in six years amounts to 139,583. The relative proportions of the sexes have also been somewhat disturbed by the events of 1870-71. In the existing territory of France, there were in 1866, 18,216,306 men and 18,253,550 women, showing an excess of women over men amounting to 37,244. In 1872 there were on the same territory 17,960,476 men and 18,132,445 women, showing a balance against the men of 141,969. Deductions from the tables before us might be expanded indefinitely. Enough has been said to show how gigantic was the calamity whose first stages began with the popular and governmental madness of 1870.

Tobacco-Growing in Connecticut.

We have quoted recently some interesting statements from the Connecticut Press with reference to tobacco-growing in that State. We have reason to believe that the facts go beyond even these somewhat remarkable accounts. There appears to be a stretch of peculiar soil and conditions of growth, with a suitable climate, extending from the Long Island Sound through the river valleys of Connecticut, over Massachusetts, even into the States of New-Hampshire and Vermont, remarkably favorable to the growth of a certain kind of tobacco. This tobacco is so much in demand that it is mainly used for the wrappers of Havana and West India cigars—these latter being specially valued even in foreign countries, where they have coverings from this excellent New-England plant. What is remarkable about it is that there is no other tobacco in the country, not even that of Virginia and Kentucky, which can take the place of the Connecticut leaf.

The conditions for its successful growth seem to be a dry soil lying in river bottoms, where there is a late Spring, a great power of the sun's rays in the Summer, a long Autumn, and a Winter not too moist. Of all the region we have mentioned above in New-England as suited to the tobacco growth, the best portions are the river valleys of Connecticut, such as the Farmington, the Connecticut, and smaller parallel water courses in the south-western part of the State. Here, on fields not much suited to other crops, tobacco, with plenty of manure, can be raised in great luxuriance. The leaf, as we said before, has for some unknown reason, a peculiar quality, grateful to smokers, and is sought for eagerly in the trade. The great objection to tobacco farming, as is well known, is its exhaustion of the land; but to counterbalance this, the Connecticut tobacco-grower keeps a large amount of stock. His cheap and good hay-fields feed these, and they pay their way in milk, butter, cheese, and young cattle, while they restore to the land what it has lost through this exhausting growth. The stock feeds the tobacco, and the tobacco gives the farmer his profit.

There are, however, innumerable obstacles and difficulties in the business. A fresh stock of young plants has to be procured every Spring, and the farmer's nursery or his neighbor's may fail. Each plant, then, must be set and cut with the hand, but before it has reached a foot in height, a remarkable and diabolical worm may appear, which will carry off the whole crop. This danger over, constant attention is needed through the whole Summer and Autumn till the leaves are stored in the drying-rooms, and even after this, the weather will often determine whether it will be an ordinary or super-excellent brand. The farmer does not himself take his produce to market, but the wholesale dealers of the cities send their agents about among the tobacco districts to select, prize, and purchase the valuable leaf. Lucky the farmer who has capital sufficient to hold on to his leaves till they are more thoroughly seasoned, for the advance in price from this first condition of the leaf to its state a year hence, is often from fifty to seventy-five per cent. The majority of the Connecticut farmers, however, sell immediately, as they require the money for new machinery or for current expenses.

With new tobacco from thirty to forty cents per pound, numbers of these Yankee tobacco-growers have become rich, and own some of the best farms in New-England. The business to a certain extent is a monopoly, owing to a peculiar soil and climate, while it enjoys even generous protection from the Government. All sound political economy teaches that the taxes of a nation should be paid as much as possible from its luxuries, and economists of all schools agree that tobacco should be taxed to its utmost limits. The heavy duty on imported tobacco since the war has been an enormous protection to the native growth, and whether free trade or protection will govern our councils in the future, this tax must continue. The remarkable thing thus far about the tobacco-growing of Connecticut, is that comparatively so little capital has been attracted to it. Competition has not much affected it. We have reason to believe that there is no such profitable farming in the United States as of this crop in the river bottoms of New-England. Where, we should like to know, can from $300 to $500 be taken from the acre every year? And yet in Connecticut there is many a little plot of three or four acres along the canal or railroad which will yield that return almost every year, while the farmer has time and space for a good deal of other produce. Nothing but gardening near a large city can pay to the acre like this.

And, yet with all these profits, land still rates low in Western Connecticut. Many a farm of from sixty to one hundred acres, with good buildings and orchards, and three or four acres of tobacco land, will not average $20 per acre. Why young Eastern men should go to the far West for profitable farming, when they have such good opportunities at their doors, we cannot see. It is evident that capital and industry have not found their way to the Northern tobacco lands, as they yet will do. And, with a proper system of manuring, there is no reason why Connecticut should follow the path of Virginia. Science can restore to the soil what this plant removes, and the river bottoms may yield their profitable harvest for generations yet to come.

Mr. Bergh's Proposal.

Mr. BERGH asserts that the discomforts to which the patrons of the street-cars are subjected, when the tracks are obstructed by the snow, are due not so much to the shortcomings of the railway companies as they are to the unwillingness of the public to properly sustain the humane efforts of the society of which Mr. BERGH is the efficient agent. If, says Mr. BERGH, the public will keep out of the cars in bad weather, and assist the Society for the Prevention of Cruelty to Animals in punishing those who are guilty of compelling unhappy horses to drag overcrowded cars, "he will engage to provide, in forty-eight hours thereafter, comfortable seats in every public conveyance in the metropolis, both for the 'hard sex' and the 'soft sex.'"

Now, Mr. BERGH is a man for whom all humane persons feel profound respect and gratitude. He has discharged the duties of a thankless office with unwearied energy and faithfulness, and in the face of all the obstacles which ignorant and brutal men could place in his path. Nevertheless, the public will desire to learn something of the scheme by which he proposes to carry out his promise of providing everybody with comfortable seats, before deciding to act upon his advice to forego the use of street-cars during the next snow-storm.

Doubtless, it is Mr. BERGH'S belief that if the car companies were convinced that their cars would not be patronized by the public in bad weather so long as they are managed in accordance with the present system, there would be an immediate improvement undertaken by the companies in self-defense. Let us grant this for the sake of argument, but will Mr. BERGH tell us what changes, the managers of the Third-avenue Company, for example, could make that would remedy the present evils? They could hardly increase to any appreciable extent the number of their cars, for at the present time the cars of this line are run at intervals of only a minute apart during the busy hours of travel. They could hardly increase, with safety, the number of horses attached to each car, for they now use four-horse teams whenever the tracks are obstructed. It is premature to assert that they should discard horses altogether, and use steam, for it is not yet proved that steam can be safely and successfully used on street railways. What change, then, could be made that would prevent the overcrowding of the cars? Manifestly none, so far as the road where overcrowding is most frequent is concerned. It is true, that were the public to refuse to ride, the cars would be left empty. It does not appear, however, that this course would materially benefit any one—except the horses.

Of course, there are railways where the number of cars is far too small, and where mismanagement is very easy to be seen. The road, however, which carries the greatest number of passengers is precisely the one on which overcrowding seems unavoidable, unless the public refuses to patronize it. We are not apologizing for the dirt of the Third-avenue cars, the brutality of many of the conductors and drivers, and the facilities which are afforded on that line to pickpockets and rowdies. No one denies that the cars are uncomfortable, and that a trip in them is dangerous to health, as well as to the pockets of the passengers. These facts, however, do not touch the question how to prevent overcrowding. If the public follows Mr. BERGH'S advice, and chooses to walk rather than to ride, that course must be persevered in indefinitely, for the moment that the cars are again patronized, the old and unavoidable evil of overcrowding returns. And then, is it reasonable to expect the public to dispense with street-cars at the very times when they are most needed? Accommodation for the public is bad enough—Mr. BERGH asks us to do with none at all. This seems rather an Irish sort of remedy.

There is nothing that can be said of the wretched inadequacy of the street railways to satisfy the wants of the public, which is not too true. The fault, however, is not so much with the car companies as with the system of surface railways worked by horses. Such a system is utterly unable to accomplish the work which it undertakes. The remedy lies not in punishing ourselves by trudging home through the driving snow and rain, but in substituting underground or elevated steam roads for the surface roads, with their single horse-cars, which the City outgrew long ago. Mr. BERGH could benefit his dumb clients in no other way so efficiently as he can by aiding, with all his influence, to bring about this change.

An Epidemic of Ghosts.

The steady and respectable State of Massachusetts is at present suffering from one epidemic, and has good reason to fear that a second is about to develop itself. Small-pox, which has for some time been raging in Boston, has recently appeared in scores of other Massachusetts towns, and is steadily increasing. This epidemic, however, is certain to disappear after it has run its comparatively brief course, but who can predict the duration and consequences of the epidemic of ghosts which now threatens the Bay State?

It is a matter of history that ghosts, although usually sporadic, have frequently assumed an epidemic form. Not to look beyond the State of Massachusetts, we may fairly claim the Salem sorceress as a plague of ghosts. [illegible] disturbers of the public peace, reviled their wickedness through the [illegible] of distinguished old women. Now, however, the Massachusetts ghosts show themselves bolder, and transact their business in person. The readers of THE TIMES have already learned of the spectral small-boy of Newburyport, who takes a fiendish pleasure in imitating the local schoolmistress by discordantly clashing that useful implement against the fences. His ghostly pals, and who, thereupon, like the witches of *Macbeth*, "makes himself air," and leaves his discomfited pursuer to calm her mind by the vicarious boxing of the ears of purely human boys. More recently, the village of Rowley has become prey to a more mature ghost. Arrayed in the white robes that the fashionable ghost has so uniformly affected, this austere spectre appears upon the village streets to belated oysterers returning from singing-school or donation party, at precisely midnight, and, armed with a supernatural shovel, proceeds to clear the sidewalks of the superabundant snow. Apparently he is not impervious to the effects of cold, for the local tradition that his hands are blood red, which is contrary to all ghostly precedent, undoubtedly means that he incases his hands in crimson mittens. That the sidewalks should be cleared without expense, even by ghostly shovels, is of course by no means objectionable to the thrifty New-England mind. The exasperating part of the affair, however, is that in the morning the shoveled snow is found to be carefully replaced upon the sidewalk, and the ghost's labors are thus productive of nothing but disappointment and vexation.

Massachusetts has done a great work in educating the nation, and such is the spirit of her people that there is probably no existing institution or custom which they are not ready to modify and improve. As the improvement of other people's affairs is, however, sometimes an unappreciated task, why should not the people of Massachusetts undertake the excellent work of utilizing these domestic ghosts? If the towns and villages of the State are to swarm with supernatural visitors, it would be a disgrace to the industrious Yankee should he permit a pack of idle ghosts to lounge about the streets without engaging in any useful occupation. That the Rowley ghost can perform really useful work is proved by the skill with which he shovels snow. The Selectmen need only encourage him in this course, and compel him, either by persuasion or force, not to undo his work by shoveling the snow back again, in order to utilize it in substantially the same manner as a street-cleaner. Similarly, the ghostly small boy of Newburyport might be induced to frighten the pupils, and thus keep them in order, instead of irritating the schoolmistress and provoking her to unseemly wrath. It is, however, hardly necessary to suggest to a New-England population that its ghosts ought to be turned to some good purpose. If the ghosts of Newburyport and Rowley should prove to be only the earliest cases of a coming epidemic of ghosts, we may be sure that the ingenious people of Massachusetts will find some way in which to make the ghosts useful, and to turn a variety of honest pennies by cheap ghostly labor.

The Deputy Chamberlain.

To the Editor of the New-York Times:

In your issue of the 26th inst., appears a communication from a tax-payer over the nom de plume of "Reformer," who makes the following statement:

> The office of Chamberlain is coexistent with our City Government; but a deputy was never thought necessary until some few years since, when Mr. STOUT, late Chamberlain, visited the Old Country, and obtained the passage of a law enabling him to appoint a deputy. Now, I think a Chamberlain is bound to remain here and discharge his duties during his term of office, and thus save the people the unnecessary tax of $10,000 annually.

I beg to say that "Reformer" has been singularly unfortunate in the sources from which he gathers his information. The facts are, that during my term of office, of nearly six years, as Chamberlain, I was never absent from the City longer than a few days at any one time, my pressing duties forbidding it; consequently, I did not visit England during said term. I never procured the passage of a law authorizing the appointment of a deputy, and never thought of so doing. I never had a deputy. I discharged the duties of my office myself, assisted by one clerk, whose salary I paid, and such other assistance as the bank clerks could afford me. In those good old days of simplicity and economy, my salary as Chamberlain was $500 per annum; my fees as County Treasurer were one-half of one per cent. for receiving and investing court and trust funds, and receiving the State tax—the same as all county treasurers in this State—and an additional half of one per cent. for disbursing the same when ordered so to do by the courts. If my recollection serves me, the office of deputy never existed until the administration of Mr. Sweeny, long after I ceased to be chamberlain, by the appointment of Mr. Platt as my successor.

A. V. STOUT.

Gov. Oglesby's Letter of Resignation.

The following is a copy of the resignation of Gov. Oglesby, which was filed with the Secretary of State of Illinois on Thursday:

STATE OF ILLINOIS, EXECUTIVE DEPARTMENT,
SPRINGFIELD, Ill., Jan. 23, 1873.

To the People of the State of Illinois:

I have the honor most respectfully to tender to you my resignation of the office of Governor of the State of Illinois, to take effect at 12 o'clock noon to-day. Profoundly thankful for the grave honor so recently conferred upon me by the generous people of the State, no ordinary consideration would justify me, or induce me to take this step. Your chosen representatives in the General Assembly of the State have seen fit, in the exercise of the discretion imposed upon them by your suffrages, to choose me to the United States Senate for the term of six years from the 4th day of March next. The same sense of duty which made it obligatory upon me to accept from your hands the office of Governor, I feel justifies the acceptance of the office to which that honorable body has more recently chosen me. I do therefore gladly accept the responsibility, and relieve from the office of Governor, consensus that the distinguished gentleman upon whom the duties and powers of the office will fall, who so recently received your hearty indorsement by election to the office of Lieutenant-Governor, will prove faithful to the trust reposed in him, and deserve your favor and confidence. Invoking upon the whole people of the State peace and happiness, prosperity and peace, the authority you conferred upon me I formally surrender into your hands, the true and only source of power in this land.

RICHARD J. OGLESBY.

The Poor Children.

Received through NEW-YORK TIMES, from

C. H.	$
Rebecca, Mariana, John, and A. [illegible] Hyde	5
H. C.	5
Total	$10

PHILADELPHIA.

Trade of the City in Coal, Oil, and Iron—The Extent of Its Foreign Commerce—Statistics.

From Our Special Correspondent.

PHILADELPHIA, Wednesday, Dec. 11, 1872.

It always brings a smile to the face of a Philadelphian to speak of their city as being, in a commercial sense, a younger sister of New-York. After referring to the enormous manufacturing interests, the coal, iron, and oil business of Philadelphia, by way of rejoinder, he cavalierly adds, "New-York may just say what she pleases"—though he is generally too polite to give the remainder of the adage—"and go to the devil after." There is among these descendants of the old Quakers, a quiet, cool assertion of equality, if not of superiority—a consciousness of excellence in their own way of doing things—not over obtrusive, but still very evident—not arising from vanity or selfishness, but from an inward knowledge of playing a part in the world as business men which is second to none, which reminds one of the epigram on the young aristocrat who had wedded himself, or had been wedded by his father, to an heiress who was a nonentity:

"How is your better-half, my noble swell?"
"Thank you," said Upper Ten, "I'm pretty well."

This air of conscious equality is founded on the claim (the justice of which I do not doubt) that, though the general trade of New-York is larger than that of Philadelphia, the manufacturing business of Philadelphia far exceeds that of New-York. When superiority is claimed, it is on the ground that a large manufacturing city is more useful in her generation than one whose trade has a large admixture of jobbing and speculation in it.

In a former letter I gave you some figures from which a fair idea may be obtained of the extent to which manufacture is carried on in this city. I now propose to speak more particularly of the coal, oil, and iron trades, and the foreign commerce, by no means small, of Philadelphia. Any one glancing at the map of Pennsylvania must see that the geographical location of Philadelphia must ever make her a successful competitor with New-York for the natural products of Pennsylvania. The great coal-fields run across the State in a broad strip, almost parallel with a straight line drawn between New-York and Philadelphia. The oil regions running from the extreme north-western part of the State down to Pittsburg, again give Philadelphia an equal chance with New-York in securing their products. New-York may command the Pittston and Scranton regions, and the bituminous coal section immediately adjoining her south-western tier of counties; but Philadelphia has the Lehigh and Schuylkill regions and the bituminous regions of the Alleghanies in the lower part of Pennsylvania, around Broad Top and the Westmoreland and Centre County regions. Moreover, Philadelphia is one hour and a half, by express train, nearer to Allentown, a very central point, than New-York is; and one hour and a half by express would make half a day or more by a freight train.

Coal-mining in this country, as yet, can hardly be said to be in its infancy compared with its development in Great Britain. The coal-fields of the United States are estimated to comprise an area of 600,000 square miles, while in Great Britain there are only 8,500 square miles of coal-field. Yet, while Great Britain mines about 110,000,000 to 120,000,000 tons of coal a year, the produce of the whole United States in 1871 was only 34,081,601 tons—17,685,501 tons of anthracite and 16,395,914 tons of bituminous. It is estimated that 2,720,000 tons of anthracite and 4,605,914 tons of bituminous were consumed for household purposes, in the collieries, and in the factories in the coal regions themselves. Of the total amount over 26,000,000 tons was mined in Pennsylvania and about 2,500,000 tons in Maryland, leaving only about 6,000,000 tons to be divided among all the other States. Of the 26,131,707 tons mined in Pennsylvania, 17,685,501 were anthracite, and 8,446,206 were bituminous. The total quantity of coal brought to Philadelphia for market, consumption, or merely passing through, in 1871, was 5,823,428 tons, the quantity consumed in Philadelphia being 2,314,193 tons.

The great central depot for coal in Philadelphia is the property of the Reading Railroad Company at Port Richmond, a suburb in the north-eastern section of the city limits, about three miles from Walnut-street, a street in which all the coal companies and coal dealers do love to congregate. Tradition had rather led me to expect to see a coal-heap of fabulous dimensions, but I was disappointed. Land is far too valuable for storing coal in any great bulk, and as fast as the Philadelphia and Reading Railroad brings it in, it is shipped away. Very little is kept in stock. The necessity of this is obvious. It is calculated that a ton of coal lying compact and solid in the bed occupies a cubic yard of space; when mined and broken up, it takes up still more room, and is calculated to occupy thirty-five cubic feet of space. Thus such heaps as we often hear spoken of, as 500,000 tons of coal, would occupy, with the waste room around them, which is unavoidable, about 20,000,000 cubic feet of space. This would not, probably, be a very expensive business in the way of storage in an uninhabited prairie, but here in Philadelphia, where land-owners are apt to ask good purchase-money or good rents for their property, the case is far different. Nevertheless, Port Richmond is a wonderfully busy place. Coal is coming and going in any quantity, and at all hours of the day and night. The Philadelphia and Reading Railroad does a splendid coal-carrying business, altogether 6,002,573 tons. The following quantities of coal were shipped from Port Richmond last year:

	Tons.
New-England States	1,406,502
New-York and New Jersey	575,447
Pennsylvania	191,896
South of Philadelphia	148,912
To foreign ports	20,269
Total	2,343,026

The statistics given below furnish a comparison of the coal trade of Philadelphia in 1871, with that of the year fast drawing to a close. The figures for 1872 are founded on an approximate estimate, but as we are so near to the 31st of December, the figures up to the present time afford a fair basis of computation:

	1871, Tons.		1872, Tons.	
1. By Reading Railroad: To Port Richmond	2,311,393		2,250,000	
To other points in city	923,530—	3,234,923	1,100,000	3,350,000
2. By Schuylkill Canal: For shipment	541,209—		400,000	
For consumption	320,671—	861,880	300,000—	750,000
3. By Delaware River: Lehigh coal for shipment	250,000		175,000	
Lehigh coal for consumption	125,000—	375,000	250,000—	425,000
4. By North Pennsylvania Road: For consumption		105,403		120,000
5. By Pennsylvania Road: Westmoreland, &c.	735,712		750,000	
Broad Top	310,324—	1,046,037	325,000—	1,075,000
6. Cumberland Coal: By canal, (est.)	100,000		50,000	
By Pennsylvania	75,000—	175,000	50,000	100,000
7. Imported: Nova Scotia and English		2,176	500	500
Total		5,823,428		5,830,500

	Tons, 1871.	Tons, 1872.
Shipments from Philadelphia:		
Of coal by Reading Road	2,343,026	2,300,000
Of coal by Schuylkill Canal	541,209	500,000
Of Lehigh coal by Delaware	250,000	200,000
Of bituminous coal by Pennsylvania Railroad	300,000	250,000
Of bituminous coal from Cumberland region	75,000	125,000
Total shipped	3,509,235	3,375,000
Consumed in Philadelphia	2,314,193	2,455,500
Total trade	5,823,428	5,830,000

Passing along Walnut-street, and leaving the coal companies behind, one finds one's self in the midst of the oil regions of Philadelphia; and, strange to say, there is no odor of petroleum whatever in the atmosphere—at least, I could detect none. There was, in slang parlance, a very strong smell of money, but none of oil. There were the bright blue barrels, being loaded and unloaded; there were the warehouse porters and carmen, the merchants and their clerks, running about; and yet their clothing was free from oil stains, nor had the smell of oil passed on them. I expected to see them about as saturated with oil as a miller is with flour, and why they are not is a puzzle to me. I suppose it is one of Mr. Sothern's problems—not capable of demonstration. Surely the handling of oil in samples and in barrels must be a very greasy operation.

Petroleum is a tolerably speculative commodity for the legitimate business-loving people of Philadelphia—I should think as much so as anyone might desire. In the few years which have elapsed since the oil-wells were first discovered, (for it is only eleven years ago since the first cargo—and a very small one at that—of petroleum was dispatched to Europe,) there have been almost as many fortunes made and lost, made again and lost again, in petroleum as among the denizens of Wall-street. Take the average prices for the last few years. In 1867, the average price of crude petroleum, in bulk, was 12.17 cents; in 1868, 14.40 cents; in 1869, 18.25 cents; in 1870, 13.98 cents; in 1871, 14.04 cents per gallon; and, by a price-current just issued by a leading firm here, I find that the price is now 12.50 per gallon. The fall in the average price from 1869 to 1870 was 4.32 cents per gallon. I wonder if Jay Gould has ever tried his hand at a petroleum corner. There is, I understand, every prospect of the proposed combination to keep the price of petroleum steady being carried out, and, judging from *ex parte* statements, it seems to be a very wise arrangement on the part of both producers and refiners; and while it must inevitably enhance the price to the consumer, it will only be from 27 cents per gallon, the present quotation for refined oil, to thirty cents per gallon. A gallon of oil goes a long way, and this increase will scarcely be felt by housekeepers; and any intrinsic fault that the combination may have in that respect will be more than compensated for by the stopping of reckless production, and the probably consequent ruin of the oil trade. I am told that the daily consumption of petroleum throughout the world is 15,000 barrels a day; 5,475,000 barrels a year. The daily production of Pennsylvania alone exceeds this total daily consumption by 767 barrels. The produce of all the wells in the country, in 1871, amounted to 6,638,000 barrels, an excess over the consumption of the whole world of 1,163,000 barrels, which, of course, must go into stock. Taking the price of the oil at twenty-seven cents a gallon, and allowing forty-three gallons to each barrel, there remains the unpleasant deduction that, if the oil has been refined, $13,502,430 is locked up in oil and unproductive, with every prospect of the sum being more than doubled a year hence. But the refining capacity of the country is still more out of proportion to the daily consumption than is the production. Philadelphia can refine 4,000 barrels of crude oil per day; New-York, 6,000; Oil Creek, 10,000; Cleveland, 10,000, and Pittsburg, 15,000—total, 45,000 barrels per day. The proposed remedy, as far as I understand it, is that the refiners' combination shall guarantee to take 15,000 barrels of crude oil per day from the producers, the daily production to be limited to that amount. For the crude oil the refiners also are to guarantee to pay not less than $4 a barrel, which price is deemed equivalent to the price of twenty-six cents a gallon for refined oil. Should the market rise, as it is anticipated that it will do, the refiners are to pay the producers an increase of twenty-five cents per barrel of crude oil for every advance of one cent a gallon in the market price for refined oil, till the price of crude oil reaches $5 a barrel and the price of refined oil thirty cents a gallon. When that consummation is reached an increased production, limited to the increase of demand, is to be allowed, so as to keep the ruling prices of crude oil and refined oil at $5 a barrel and thirty cents a gallon respectively.

The oil business of Philadelphia is very extensive, although, of course, not so large as that of New-York. Apart from her large local consumption, and that of outlying districts, she exports to all parts of the Atlantic, to Mexico, South America, Europe, and the Indies. The total exports of the the United States to foreign countries in 1871 were:

From	Crude.	Refined.
New-York	6,623,851	81,268,754
Boston	......	2,063,250
Philadelphia	3,833,979	51,352,996
Baltimore	93,934	2,476,594
Total gallons	10,551,764	137,101,594

The petroleum trade of Philadelphia for 1871 may be epitomized as follows:

Receipts of petroleum by railroad for 1871:	
Gallons, crude	13,364,120
Gallons, refined	39,805,880
Total, gallons	53,170,000
Received otherwise, estimated	5,000,000
Total stock	58,170,000

Exports of petroleum to foreign countries from Philadelphia for 1871:		Value.
Crude, gallons	3,833,979	$573,906
Refined, gallons	51,352,996	12,512,109
Benzine and naphtha, gals	714,615	71,880
Total, gallons	55,901,590	$13,157,895

The exports for 1872 are estimated at 55,956,070 gallons, a slight increase over those of 1871.

To what foreign countries Philadelphia exported her oil may be seen from the following table; also, what countries were her best customers:

To	Crude.	Refined.
England	......	3,458,026
Ireland	......	2,789,136
France	2,769,659	975,289
Belgium	574,896	13,941,268
Germany	425,123	16,802,158
Russia	......	852,527
Denmark	......	1,588,406
Sweden	......	179,589
Austria	......	743,289
Gibraltar	......	2,681,359
Spain	......	695,829
Holland	......	3,587,150
Italy	......	1,935,802
Portugal	......	619,328
Turkey	......	365,581
Cuba	64,301	13,191
British West Indies	......	81,118
Dutch West Indies	......	1,900
French West Indies	......	1,500
Porto Rico	......	29,500
Brazil	......	10,000
Venezuela	......	1,100
Total gallons	3,833,979	51,352,996

These tables, in showing the quantity of petroleum exported, show also how much was either consumed at home or remained in stock at the beginning of the present year. It appears, too, that Belgium and Germany were Philadelphia's best customers—taking between them more than half the quantity of oil she exported to foreign countries. The petroleum business must be a very lucrative one to Philadelphia in ordinary times, and must employ a goodly slice of her male population in loading and unloading railroad-cars and canal-boats and in loading vessels. I should think that Philadelphia must bless the man who first "struck ile" as heartily as the citizens of the Western metropolis cursed the old woman who milked the cow which kicked over the pail which broke the lamp which set fire to their City of Chicago. Whether this one of the many sources of Philadelphia's business prosperity will continue to be so, appears to me to depend much on the success or otherwise of the proposed combination. New wells are constantly being bored in the oil regions. This is, to some extent, necessary, in order to keep up the supply. I learn that the traditional gushing fountains of oil of eight or ten years ago are no longer known, that the wells do not yield, on the average, for more than thirty-four months, and that their average production is "under, not over, five barrels per day." This statement has, I confess, astounded me, as, I am disposed to think, it will astound many others. I have always looked on the Pennsylvania oil-wells in the same light as "Mulberry's" tears were regarded by Sam Weller—that they could be turned on at any moment, and flood the whole neighborhood in ten minutes. But figures are stubborn facts. According to the report of 1871, the boring of new wells cost $3,000,000, to which must be added $4,309,000 more for engines, rigs, tubing, tanks, &c. This, too, is only in the Pennsylvania oil regions, which realized for their 5,755,057 barrels of oil produced, the sum of $22,461,171. From this, however, working expenses have, I presume, to be deducted before arriving at net profits. But to launch out one-third of gross profits in this way seems to me rather like piling the eggs into an already full basket; and this is doubtless one of the causes which has given so much weight to the "combination."

Pennsylvania made, last year, 763,691 tons of anthracite pig-iron. What a market from which to draw supplies for Philadelphia! Rather more than one-half this amount was the product of the furnaces of the Lehigh region. It is a splendid sight to take a ride along the Lehigh Valley on a dark night. Town after town is passed which looks like a collection of very active small volcanoes. The dark clouds are lit up with the glare, the chimneys belch forth their gaseous flames, and the open doors of the rolling-mills shed a flood of red light around. In this one region there are no less than forty-three blast-furnaces, and, in 1871, they made 372,009 tons of pig-iron. The Schuylkill region made 157,305 tons; what is known as the Lower Susquehanna group, 143,777 tons, and the Upper Susquehanna group, 90,600. Philadelphia is naturally a large buyer in this market, for she has no less than 460 establishments, employing 16,000 hands, engaged in the manufacture of wrought and cast iron. In her foundries, there are 38 cupola furnaces, which consume over 70,000 tons of pig-iron and about 4,000 tons of scrap-iron annually. The product of castings from these foundries in 1870 was 70,250 tons. The rolling-mills have 35 trains of rolls, and 101 puddling and heating furnaces. Their consumption of material in 1870 was 6,900 tons of iron ore, 3,850 tons of blooms, 32,400 tons of pig-iron, and 12,080 tons of old rails and scraps. Their product amounted to 47,000 tons of manufactured iron. The value of the total product of cast and wrought iron manufactures was $34,714,315. In addition to this 6,500 tons of steel were made.

I give below further statistics of the iron trade of Philadelphia for 1871.

The production of pig-iron in the principal districts of Pennsylvania was as follows:

	Tons.
Lehigh region	372,009
Schuylkill	157,305
Upper Susquehanna	90,600
Lower Susquehanna	143,777
Total	763,691

Of this quantity there was—	Tons.
Received at or shipped through Philadelphia, about	550,000
Received of other domestic pig-iron, about	30,000
Imported pig-iron (value, $464,840)	25,447
Total receipts of pig-iron	605,447
Average value, $50 per ton, and total value	$30,250,000

Of this total of pig-iron received the distribution was:	Tons.
Exported coastwise, about	100,000
Sent inland by railroad or canal	250,000
Consumed in Philadelphia, about	255,447
Total	605,447

Of manufactured iron there was imported as follows:

	Tons.	Value.
Old railroad-bars and other old	56,390	$1,419,745
New railroad-bars	3,887	156,352
Merchant bar-iron	14,700	696,671
Total	74,977	$2,272,768
Add pig-iron	25,447	464,840
Total imported	100,424	$2,727,608

Of manufactured iron produced near Philadelphia and entering into its trade, the quantities were about:

	Tons.
Of railroad-bars	130,000
Of merchant bar	155,000
Of sheet, plate, and axles	100,000
Of nails and spikes	75,000
Total	460,000
Estimated value	$50,000,000

As a commercial city, Philadelphia does not boast too much, though she is prepared not only to hold her own, but to enter as a competitor in the field of enterprise with other ports, in spite of the long distance which intervenes between her and the ocean—and I can see no reason why she should not greatly extend her foreign commerce. There is the Delaware river, with any amount of dock-room for berthing vessels along its banks. I saw, today, a large ship—the Peter Maxwell—of 1,342 tons register, lying at a wharf at the foot of Walnut-street, and discharging her cargo as unconcernedly as though she lay in an East River dock. There seems to be one objection to this port, which is a very serious one—the obstruction of the navigation by ice in Winter time. A few miles below the city the ice banks up in a part of the river known as the Horse-shoe Bend; but eminent engineers, who have been consulted by the shipping merchants, declare that it will not entail a very heavy expenditure to prevent this, and several prominent gentlemen have the matter at heart and in hand. There is a talk, too, of running a track for the Pennsylvania Railroad along the Delaware front of the City, getting rid of the old Navy-yard, building docks, warehouses, and grain elevators, and many other colossal improvements, with a view to extending the commerce of the port. Not long ago large sums were raised for establishing the Philadelphia and Southern Steam-ship Company, and now four large ocean steamers are being built, and in the Philadelphia ship-building yards, too, which are to form a line of steam-ships between this city and Philadelphia. And they, the outside world, charge the Quaker City with a lack of energy and enterprise! Talking of that, how about the Centennial Exhibition? While New-York is discussing, Philadelphia is up and doing. There has been a meeting of delegates from different States here this week, and although I hear a whisper that Orestes Cleveland and a few others would like to have the centennial celebrated in New-York, they do not appear to have faced the general impression of their brother delegates that Philadelphia should be the place for it.

But about this Philadelphia commerce. I find the value of articles imported in American vessels to be $10,004,765, and in foreign vessels, of which England and Cuba lead the van, $9,559,793; total, $19,564,558. To this must be added $1,255,816 worth of goods imported into the port of New-York, but transported to the port of Philadelphia without appraisement. This brings the total imports up to $20,820,374, an increase of close on $6,000,000 over those of 1870. Among the imports, sugar and molasses figure for nearly $10,000,000. One item is, hair, 222,608 pounds. I trust the beauties of Philadelphia do not burden themselves with such fearfully heavy chignons as this would lead one to suppose. I see that 875 pounds of raw jute were also imported. This material would do just as well for chignons, and be far more economical. But perhaps I am wrong after all. The hair may have been cow-hair for wall plastering. There is much building going on in the Philadelphia now-a-days! The exports to foreign countries, $20,688,551, just balance the imports. As may be expected, petroleum is the principal item, figuring up to $13,085,065. The quantity of sugar imported from Cuba and Porto Rico is large; from Cuba, 36,433 boxes, 63,253 hogsheads and barrels, and 54,720 bags, and from Porto Rico, 11,546 hogsheads and 2,268 barrels. The molasses imported amounted to 84,815 hogsheads, 8,233 tierces, and 259 barrels. I should judge that the population here are tolerably good feeders, judging from the fact that 125,333 bullocks, 11,150 cows, 199,610 hogs, and 790,200 sheep were received and sold in Philadelphia cattle markets in 1871. But then they have such splendid dead meat markets that it quite gives one an appetite to stroll through them. Were I a permanent resident here I should sternly forbid my boys paying them a visit. It would make my housekeeping too costly. An old lady who went to Green-Wood Cemetery for the first time, exclaimed: "What a lovely spot; quite a pleasure to be buried here." I wonder if the Philadelphia pigs and poultry take the same view of the markets in which they are exposed for sale. Their carcasses are decorated with red paper roses and bunches of blue ribbons; they are delicately and fastidiously handled, and they are, doubtless, eaten with appreciation and gusto. What more glorious martyrdom could a porker or rooster desire! Truly these Philadelphia markets are a great institution. I almost fancy I hear New-York sigh as I write the words.

SHAM PICTURE SALES.

Some weeks ago THE TIMES published an article, in which, under the heading of "Picture Auctions," an effort was made to expose the various kinds of swindling practiced on unwary patrons. The most specious and the most successful method exposed in that article was the sale of foreign pictures, where, under the flag, so to speak, of some first-class well-known pictures, an immense amount of rubbish was disposed of at absurdly high rates, through the instrumentality of touts, who made false bids. The article in question created considerable comment, but many of our readers have informed us that they do not quite comprehend the modus operandi, and would like the swindle to be illustrated by an actual example. We now give it. In the beginning of December—on Monday, the 3d, and on four following days—there was an auction sale of pictures belonging to Mr. Derby and Mr. Everard. The paintings had been exhibited for three weeks previously at the Academy of Design, and catalogues had been sold in which the specific statement was made that the sale would be a bona-fide transaction, and that each picture would be knocked down to the highest bidder. The works themselves were mostly French, German, and Belgian; there was a good sprinkling of pictures by well-known artists, but out of the whole 400 three-fourths were decidedly pictures of young, unknown men, or of painters of little reputation and less talent. They were, in a word, cheap. They were such things as dealers buy by the score at an average rate of $12 or 15 apiece. Sandwiched amongst these were the works of Bougereau, of Perrault, Bakalowicz, Fromentin, Diaz, Levy, Ziem, Verboeckhoven, Ittenbach, Pecrus, Brillouin, Baugniet, Escosura, Preyer, Meissonier, and others who are well known to every person in the least interested in art. These paintings were but the bait to get rid of the trash. Now this, though not a very high-minded proceeding, had nothing dishonest in it; but the manner in which the decoy pictures were kept from purchasers, and the prices of the trash intolerably raised, was downright swindling. Some person in the interest of the owners of the pictures went round and hired men to come to the auction sales every night and make fictitious bids. A little picture, worth some $35, would be put up. A gentleman fancying it would bid for it. These men of straw would bid furiously against him, and if he persevered it would be knocked down to him for $200 or $300. It may be thought that a man would not give more for a picture than he believed it to be worth, but gentlemen engaged in business are too modest to trust their own estimate, and when they hear the furious competition, (all false,) suppose that the picture which pleases so many must be valuable, and that, should they desire to sell it at any time, they would have no difficulty in getting something like the price bid. The spirit of emulation does the rest. The same plan is resorted to in the case of the decoy pictures, for their usefulness is not exhausted by one sale. It stands to common sense, that where such means are used to sell poor pictures at monstrous prices, not many will be sold in one city. So the collection will have to travel to another, and the decoys are wanted for the exhibition, and to excite the public interest and obtain favorable comment from the public Press. This was the case with the Derby collection. After it had passed through the New-York sieve, and much trash had been disposed of at immense prices, it went to Philadelphia, and was there exhibited as the collection of Mr. Everard. Now the decoy pictures, which had been knocked down to the humbug bids of the touts, and had been apparently sold in good faith to the highest bidder, according to Mr. Derby's declaration in the preface of his catalogue, came forth blooming as ever, answered their former end, and were again disposed of in the same false way. To make the swindle palpable, beyond the shadow of a doubt, we give a list of some of the most famous pictures which were so manipulated, with the sums they fetched at New-York, and afterward at Philadelphia, begging our readers to remember that all the honest bids for them were squelched by the touts, who would have run each picture up to millions rather than have allowed it to be knocked down until they got the wink from their employer. We have it upon most excellent authority that one of Mr. Leavitt's assistants was requested by one of the persons interested in the New-York sale to serve as a false bidder, and he very indignantly refused. We owe it to the Messrs. Leavitt to say that they had nothing to do with this part of the sales, and that they very highly disapproved of it, but could not prevent it. Their record as auctioneers of pictures is very firmly established, and in all sales of which they have full charge the public has nothing to fear from such practices.

DERBY'S BLACK LIST.

	Sold at New-York for	Sold at Philadelphia for
The Cavalier, Meissonier	$4,500	$5,000
The Fisher Girl, Bougereau	6,000	5,000
On the Nile, Fromentin	2,350	4,000
Grand Council of Venice, Monchot	2,000	5,000
Education of Azor, Perrault	3,100	3,000
Fisher Girl, Perrault	1,400	3,000
Recruit, Brillouin	1,000	1,000
Time is Money, Escosura	210	225
Spring Flowers, Levy	1,400	1,550
Through the Woods, Klombeck	1,000	1,350
Young Mother, Paulsen	1,200	900
Treading Out the Wheat, Weber	600	610
Fruit and Wine, Preyer	1,390	700
Falstaff, Olivié	1,460	1,300
Smiling at Me, Merle	1,250	900
Fontainebleau, Diaz	875	725
French Fruit Girl, Levy	5,700	5,700
Venice, Ziem	1,275	625
Landscape and Sheep, Verboeckhoven	1,800	1,500
Conversation, Liss	1,250	1,500
Madonna and Child, Ittenbach	860	750
The Combat, Verboeckhoven	2,425	1,500
St. Catharine, Ittenbach	850	1,030
Forbidden Fruit, De Jonghe	405	1,000

This is just a handful gathered rapidly from the accounts given in the Philadelphia and New-York papers. The catalogues in both places are rather more explicit, and show that the owner was not above the meanness of altering the titles of some of these in the hope (a vain one) of escaping detection. That the persons implicated will be pained by this exposure cannot be doubted, but the public must be protected from a crying, glaring system of dishonesty.

AMUSEMENTS.

Dramatic.

THE THEATRES THIS WEEK.

Some changes in the programmes of several City theatres are to be mentioned as in prospect; but, until Wednesday, when a new piece will be made known at the Union-square, no novelty need be looked for. At other houses, only slight variations in the entertainments solicit attention. Thus, at Niblo's, fresh instrumental music and songs, and recently-engaged athletes and dogs will give renewed vitality to "Leo and Lotos," which bids fair to become a very Noah's Ark for the salvation of variety performances. At the Olympic "Alhambra" is likely to become almost as comprehensive; additional incidents of interest are promised, Prof. Tobin's illusion of "Frankenstein" being underlined for display on Wednesday. At Wood's Museum, to-night, Mr. F. S. Chanfrau is to commence an engagement; he appears, of course, in the ever-popular drama of "Kit." The representations supplied during the week just closed may be attended elsewhere.

UNION-SQUARE THEATRE.

One of the most interesting incidents of the week is to occur on Wednesday evening, when an adaptation of the play of "Le Centenaire" will be produced at the Union-square Theatre. The management has expended large sums upon the stage-setting of the drama, the leading rôle in which has been entrusted to Mr. Mark Smith. A summary of the story of "Le Centenaire," as acted in Paris, is supplied in the following terms by the London *Daily Telegraph*:

The first act of "Le Centenaire" is the prologue to the play, and is of use mainly to introduce the Fauvel family on the hundredth birthday of its head. The curtain falls on a pretty scene, in which, to the tune of the village bells, the children of the neighborhood come with their offerings of flowers and garlands to congratulate the old gentleman. Round him are assembled Juliette, his married granddaughter, whose husband is at sea; *Camille*, unmarried, who is idolized by the old man; his son *Georges Fauvel*, a prosperous banker, the father of the girls; and *Richard*, a friend of the family and young doctor, who watches over the centenarian, and pretends to be a lawyer, in order to humor the grandfather's whim of studied aversion to medicine and its professors. The birthday is the occasion of two noticeable incidents—the reconciliation with the Fauvel family of *René d'Ally*, secretly in love with *Camille*; and the introduction of *Max de Maugard*, a determined-looking and sarcastic man of the world, who has saved *Camille's* life in a carriage accident. The prologue over, the serious interest of the play commences with an interview between the married and unmarried sisters. The extreme melancholy and depression of *Juliette* have to be explained to her sister *Camille*, and the story is profoundly sad. *Juliette*, during her husband's absence at sea, has yielded, in an unguarded moment, to the advances of one of those awe-inspiring Frenchmen who frighten weak women and are detested by them, but by whom they are invariably ruined. Her seducer is *Max de Maugard*, the new arrival at the house, and also the passionate adorer of *Camille*, whose life he has saved. The situation is terrible for all who would preserve the life of old *Fauvel*, and to whom that life is most precious; and it is all the more overwhelming since a child will soon be born, and *Juliette's* husband is on the point of returning home. *Jacques Fauvel*, who prides himself on his reading of character by the face, has taken a sudden and violent hatred to *Max*, and when the latter proposes for *Camille* to the head of the family his offer is indignantly rejected. This is one of the finest scenes in the play. The determined *Max* has heard that the slightest excitement will kill the old gentleman, so he proceeds with relentless cruelty from cringing deference to vulgar threats. For a moment the old man is taken off his guard and worked up into a violent passion; but, suddenly reading the true character of Max, he detects his intention, changes from violence to supreme calm, declares that he will not die such a base death as is planned for him, and, buttoning up his coat, orders Max de Maugard out of the house. The acting of M. Lafont in this scene is beyond all praise. His sudden cry of triumph when his suspicions are confirmed and he reads the cruelty in his antagonist's eyes, and the rapid change from petulant rage to dignified calm, call down the hearty approbation of the audience.

But with *Juliette* matters are becoming serious. The child is born, and something must be done to conceal her shame. *Camille*, with heroic self-sacrifice, determines she will take the sin upon her own shoulders, and save her sister. Acting on a sudden impulse, she leaves her lover *René*, to whom she is to be married shortly; she leaves her father, who is cruel and relentless to a fault on all points of honor and disgrace; and with a bleeding heart, she quits her dear old grandfather without a word and without a kiss. *Camille* is absent for many days, and on her return is silent on the subject of her absence. She will tell nothing, say nothing, own nothing; and she is the more obstinate in her determination since *Juliette's* husband has come home. For the sake of old *Jacques Fauvel* this compromising absence is in part forgiven; but at last the secret of the child is discovered to *Camille's* father, and *Camille*, before the whole family, declares that she is the mother. Here occurs another beautiful scene for M. Lafont. When *Camille* has been suspected all along, *Jacques Fauvel* has protested the innocence of his darling. When all have been inclined to turn against her, he, overwhelmed with love, has tottered back to comfort the child with a grandfather's kiss. But now the sorrow is almost greater than he can bear; so he bows his head, and in piteous and pathetic accents declares that his time has come at last. Anything more exquisitely touching than the acting of M. Lafont at this moment it is impossible to conceive. Misfortunes follow quickly on the Fauvel family. A sudden panic threatens to break the old-established bank; and when Georges Fauvel would fain blow his brains out, the old gentleman, summoning up superhuman energy, declares he will take the lead again—that he will advise, get credit here and confidence there, will summon to his assistance this friend and that. But, alas! he remembers that he has lived beyond his time; his friends are all dead, and his influence is worth nothing at all. As it turns out, the commercial credit of the bank is saved through a generous act performed by Jacques Fauvel eight years before. After this episode, the story returns to Camille. Her grandfather, in the face of her confession, has still retained an obstinate faith in her purity. He and *René* the lover are true to *Camille* to the last. In a singularly beautiful scene *Camille's* innocence is made known to her grandfather. He bids her kneel at his feet, and asks tenderly if she has ever forgotten the same prayers he taught her mother and herself. She answers, "Never!" "Have you ever forgotten your prayers in the morning?" "Never, grandfather!" "Have you ever neglected to pray at night?" "Never! on my word." "Then," sobs out the fine old man, "you are innocent. No woman in the world could so dishonor herself between two prayers." This lovely notion, enshrined in a charming scene, again compels the audience to cheer delightedly. Not only to the grandfather, but to the whole family, *Camille's* innocence is soon confirmed; *Jacques Fauvel*, leading *Camille* forward, declares his belief in his darling's innocence, based on the story of the prayers. "Whose, then, is the dead child in there?" asks *Georges Fauvel*, first announcing such a sudden death. "Dead!" shrieks *Juliette*, with the sudden impulse of a mother; and then she sobs, "My child! my child!"

Musical.

BRIEF NOTES.

A concert for the benefit of the German Ladies' Society for Widows and Orphans is to take place at Steinway Hall on Thursday evening next. Mlle. Anna Drasdil, Dr. Leopold Damrosch, and Mr. Albert Meyer are to be the soloists. The St. Petersburg Horn Quartet and the Arion Vocal Society will also be heard.... The season of Italian opera in Boston—a very prosperous season—has ended. Mme. Lucca and her associates will probably pass two days in this City, this week, previous to departing for Chicago....The programme for Mr. Theodore Thomas' fourth symphony concert, which may be enjoyed at Steinway Hall on Saturday evening next, is arranged as follows: Symphony No. 3, E flat, Schumann; Concerto (for piano and orchestra) No. 2, F minor, Chopin; Overture "Coriolanus," Beethoven; Symphonic poem, "Orpheus," Liszt; Overture, "Die Meistersinger," Wagner. Miss Anna Mehlig is to be the soloist.

Miscellaneous.

ANNOUNCEMENTS.

On Thursday and Friday evenings next, "Mrs. Jarley's Waxworks" will be exhibited at St. Peter's Hall, in Twentieth-street, between Eighth and Ninth-avenues....On the evenings of Saturday and Monday next, two *soirées de prestidigitation* will be given by M. Faure-Nicolay, at the Bijou Theatre in Sixteenth-street, near Union-square. M. Faure-Nicolay has won a European reputation of the highest order, and the admirers of the marvelous, we are sure, will not be disappointed with the feast of wonders he now invites them to.

Garibaldi and the Mazzinians.

The following fragment of a letter from Garibaldi, published by the *Corriere di Milano* of the 4th, seems to prove that the schism between the Garibaldians and Mazzinians is consummated: "Dear Ceretti—Caprera, Dec. 24.—It is a sin that a great number of young men, especially from the Romagna, allow themselves to be led away by certain self-styled Mazzinians who are not good for much. These men have been, and always are, ready to put spokes in the wheels on the way of Italian progress. They caused the *comitia* of the Colosseum to fail, as they had made it fail at Mentana and on other occasions. Ever yours, G. Garibaldi."

RAILROAD ACCIDENT.

Collision of Freight-Trains on a Bridge in Massachusetts—Three Lives Lost and Several Persons Injured.

From the Springfield (Mass.) Union, Jan. 25.

A most disastrous accident occurred on the Boston and Albany Railroad last evening, a short distance beyond Middlefield. The first of the afternoon freights from Pittsfield, which was several hours late, was passing over the second bridge west of Middlefield station when a brake-beam broke, and falling down, threw three cars of the train off, the track upon the bridge, breaking the rods and smashing the girders of the bridge, and of course greatly weakening the structure. Almost at the same instant, the second freight west from this city, drawn by the locomotive New-York, and pushed up the grade (as has been the custom lately) by another engine from behind, came upon the bridge. The additional weight of this train, and its collision with the cars of the other train, which had been thrown off the track, caused the bridge to crumble like so much paper, and the New-York dropped instantly a distance of twenty-five feet into the stream below. The horrors of the situation were increased by the fact that the engineer at the rear of the up train, ignorant of the accident, continued for a short time, with a full head of steam, to push the fated train up the grade, thus hurling one car after another into the abyss. He soon perceived, however, that there was trouble ahead, and shut off steam in time to prevent the wreck of the entire train. But eight or ten cars of the up train, with three of the down train, went crashing down in the darkness. The wreck proved to be of such magnitude, and the danger of working around it so great, that it was not till 1 o'clock this afternoon that the frightfully scalded and mangled bodies of the engineer of the New-York, George Stebbins, of West Springfield, and his fireman, Edwin A. Thomas, of this city, were recovered from the ruins. Charles Bashford, a brakeman, who boards on Arlington-avenue, in this city, was terribly scalded. He was brought home on a caboose-car, which came to the city about 2 o'clock this morning; but survived only till this forenoon. Two men who had merchandise on the train, and a Canadian on his way to Buffalo with a car-load of horses, were also injured severely, the two first having limbs broken. Two or three brakemen besides Bashford are also reported injured, but not seriously. Engineer Stebbins was highly esteemed by his fellow-members in the Brotherhood of Locomotive Engineers, and, in fact, by all who knew him. He leaves a wife and child five months old in West Springfield, in destitute circumstances. Thompson, the fireman, was twenty-two years old, unmarried, and has relatives at Wickford, R. I.

We understand that Master Mechanic Eddy and many of the engineers have protested repeatedly against the pushing of trains up the grade from the rear, as, in case of accident, the foremost engineer is powerless to stop the train, and the rear engine, as was done last night, becomes merely an instrument of destruction.

The Early History of the Swiss President.

M. Thiers, in his *Consulat et Empire*, tells an interesting anecdote concerning the family of M. Paul Céresole, just elected President of the Swiss Confederation. After Jena, when Napoleon was riding through a forest on his way to Potsdam, he was overtaken by a storm and sought shelter in a shooting-box, where he found several ladies. He was much annoyed at being recognized by one of them, and asked abruptly, "How do you know me?" "Sire," was the reply, "I was with your Majesty in Egypt, and my husband was killed in your service." The lady then explained that having been unable to procure a pension she had been under the necessity of accepting the situation of governess. The Emperor promised to have her provided for, and to see to the education of her son, who was, of course, sent to a military college. Napoleon signed the requisite papers the same evening, and said, laughing, "that this was the first adventure that had ever happened to him in a forest after a tempest." Young Céresole, not liking the profession of arms, soon left La Flèche and went to Switzerland, where he became a pastor, married, and had seven children, of whom the President of the Confederation is one.

Fire in Hillsboro, Ill.

ST. LOUIS, Jan. 26.—J. C. Gunnings' wagon factory, at Hillsboro, Ill., was destroyed by fire yesterday. Loss, about $30,000. Insured in the Ætna for $5,000; Imperial, $5,000; Franklin, of Philadelphia, $3,000; American, Central, and Phœnix, $2,500 each. The *News-Letter* office adjoining was pulled down to prevent the spread of the fire. Most of the material was saved, but a cylinder press was destroyed. Loss $1,800; insured for $1,000 in the American Central, of St. Louis.

Burning of the Court-House in Darien, Ga.

SAVANNAH, Ga., Jan. 26.—A destructive fire at Darien, Ga., occurred last night in the court-house. The public records and other property were burned.

The Late Isaac N. Seymour.

The following minutes and resolutions were adopted by the Board of Managers of the Delaware and Hudson Canal Company:

Isaac N. Seymour, a member of this Board, died at his residence, in this City, on the 19th inst., in the seventy-ninth year of his age.

Mr. Seymour entered the service of this Company at the time of its first organization, in June, 1825. In 1836 he was Assistant Treasurer. Five years later he was chosen Secretary, and in 1844, on the resignation of Mr. J. H. Williams, he was elected to fill his place as Treasurer.

After having for twenty-five years continued to discharge the duties of this office, the Board was constrained, in 1869, by his failing health to consent to his retirement. He was, however, shortly afterward chosen to fill a vacancy in the list of managers, and this position he occupied up to the time of his death.

Mr. Seymour was the last survivor of those who, forty-eight years ago, bore an active part in the small beginnings of an enterprise, the growth and prosperity of which were destined far to outrun the most sanguine hopes of its projectors. To its success he largely contributed by his zeal and ability in all the varied positions he was called to fill in its service or its councils; and it is fitting, therefore, that this Board should place upon its records this simplest tribute to the memory of a faithful officer, a prudent counselor, a pleasant companion, a kind friend, a good citizen, and an honest man. And be it

Resolved, That the members of this Board have learned with sincere sorrow the death of their late associate, Mr. I. N. Seymour, and that they tender to his family the assurance of their warmest sympathy.

By order of the Board.
GEORGE L. HAIGHT, Secretary.
NEW-YORK, Jan. 25, 1873.

Another Snow-Storm.

Another snow-storm set in last night and gave promise of being very heavy. The storm commenced at about 11 o'clock, and soon had put upon the streets the white mantle which has now come to be disagreeably familiar to New-Yorkers. Travel, except on the ferry-boats, was not materially impeded. Some of the boats on the North River occupied considerable time in making trips across the river. On the railroads in New-Jersey much difficulty was experienced, one of the trains from Buffalo being many hours behind time. General travel in the City was lighter than is usual on Sunday nights. The storm was of such a nature as to warrant the use of snow-plows early this morning on the City railroads.

FROM TRUSTWORTHY DATA it has been estimated that at least one-fourth of all persons born in the United States have, at birth, lungs in a tuberculous condition, and in consequence are predisposed to pulmonary complaints; yet it is equally well established that this predisposition need not end in consumption, asthma, or any other lung disease, if due care and watchfulness be observed, and all exciting causes promptly treated as they arise. It is in just such cases Dr. D. JAYNE'S EXPECTORANT exercises its most beneficial effects and has produced the largest proportion of its cures. Besides promptly removing coughs and colds, which, when left to themselves, are the most common cause of tuberculous development, the Expectorant allays any inflammation which may exist, and, by promoting easy expectoration, cleanses the lungs of the substances which clog them up, and which rapidly destroy when suffered to remain. Sold everywhere.—*World*.

For the Complexion.
BURNETT'S KALLISTON.—*Advertisement.*

A LUXURY.—Having a tooth drawn with Laughing-gas at COLTON'S, in the Cooper Institute.—*Advertisement.*

A New and Beautiful Base for Artificial Teeth.
DR. M. LEVETT, Dentist, invites inspection to a remarkable invention, which, in conjunction with his own patent air cells, far surpasses and entirely supersedes the use of gold plate, platina, rubber, &c. Rubber is well known to be dry, heating, and unhealthy; this base is perfectly healthy, cool, tasteless, pure, feather light, transparent, flexible, warranted durable, and feeling like the skin of the gums. It has only to be seen to be understood and appreciated.
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MARRIED.

SANFORD—LAIMBEER.—On Thursday, Jan. 23, 1873, at the Westminster Presbyterian Church, Brooklyn, by Rev. J. Clement French, CHARLES E. SANFORD, of Bangor, Me., to KATE, eldest daughter of R. H. Laimbeer, of Brooklyn, N. Y.

DAVEY—COWEN.—At the residence of the bride in Tarrytown, N. Y., on the 22d inst., by Rev. John A. Todd, D. D., C. F. DAVEY, Esq., of New-York, to MINERVA L. COWEN, of Tarrytown. No cards.

DIED.

BENJAMIN.—Jan. 26, at the residence of her nephew, George Bradish, Bay Side, Long Island, ANNA CLARISSA BENJAMIN, in the [illegible] year of her age.

Notice of funeral hereafter.

CURTISS.—On Friday, Jan. 24, ELMA D., wife of Charles Curtiss.

Relatives and friends of the family are respectfully invited to attend the funeral from her late residence, No. 242 East 50th-st., on Tuesday, Jan. 28, at 12 o'clock.

CURR.—On Saturday morning, Jan. 25, JAMES CURR, in the [illegible] year of his age.

The relatives and friends are invited to attend the funeral, from his late residence, No. 448 Canal-st., on Monday, the 27th inst., at 12 o'clock noon.

DENSLOW.—In New-Haven, Conn., Jan. 25, HOMER W. DENSLOW, of Savannah, Ga., son of the late Allan A. Denslow.

DOWNS.—On Friday, 24th inst., Mrs. ANN M. DOWNS, in the 68th year of her age.

Relatives and friends are invited to attend her funeral from the residence of Thomas Whitlock, Esq., No. 114 Madison-av., on Wednesday, the 29th inst., at 1 o'clock P. M.

ELLIOT.—Jan. 25, DENSMORE ELLIOT, aged [illegible] years.

The friends and relatives are respectfully invited to attend his funeral from the Forsyth-street M. E. Church, on Monday, 27th inst., at 3½ P. M. The remains will be taken to Sharon Springs for interment.

☞ Albany papers please copy.

GRIFFITH.—Suddenly, ALBERT EVANS, aged [illegible] months, youngest child of Richard and Annie Griffith.

Relatives and friends of the family are respectfully invited to attend the funeral, on Monday, Jan. 27, at [illegible] P. M., from their residence, No. 102 Hicks-st., Brooklyn.

HOLGATE.—On Sunday, Jan. 26, after a short illness, FRANCIS, son of Alexander L. and Clara A. Holgate, in the 20th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral from Plymouth Church, Orange-st., Brooklyn, on Wednesday, 29th inst., at 2 P. M.

HYATT.—On the 25th inst., in this City, after a short illness, EMMA, daughter of Edward Hyatt.

Relatives and friends are respectfully invited to attend the funeral services, at 3 P. M., on Monday, 27th inst., from the residence of her parents, No. [illegible] West 22d-st., without further notice.

LANE.—On Sunday, Jan. 26, at the residence of L. A. Catlin, [illegible] James-place, Brooklyn, ELIZA LANE, aged 77 years.

Notice of funeral hereafter.

MILLER.—In Stamford, Conn., on Friday, Jan. 24, Mrs. C. O. MILLER, daughter of Rev. W. C. Hoyt, aged 28 years.

Her funeral will be attended from the Methodist Episcopal Church, at Stamford, on Tuesday, Jan. 28, at 2 P. M.

McLEAN.—On Friday, Jan. 24, at his late residence, No. 44 Morton-st., JOHN McLEAN, in the [illegible] year of his age.

Funeral services at the M. E. Church, corner Morton and Bedford sts., on Monday, the 27th inst., at [illegible] P. M. The remains will be taken to White Plains for interment the 28th inst., on the 9½ A. M. train from 42d-st.

MILLER.—At Madison, N. J., on the [illegible] inst., MARY, widow of the late John B. Miller, aged [illegible] years.

Funeral from her late residence, at Madison, N. J., on Monday, the 27th inst., at 1 o'clock. Trains leave Barclay-st. at 11 o'clock A. M.

McFARLAND.—On Friday, Jan. 24, [illegible], daughter of Alexander McFarland.

Funeral services will be held at the Fourth Presbyterian Church, Rev. Dr. Thomson's, 34th-st., west of 6th-av., on Monday, Jan. 27, at 1 o'clock P. M.

OSBORN.—At Bellport, Long Island, on Friday, 24th inst., EDWARD OSBORN, aged 55 years.

Funeral from his late residence, Bellport, Long Island, on Monday, 27th inst., at 1½ P. M.

PENDEXTER.—At Jersey City, on Saturday, Jan. 25, 1873, GUSTAVUS F. PENDEXTER, aged 46 years.

The relatives and friends of the family are respectfully invited to attend his funeral from his late residence, No. 244 Smith-st., Jersey City, on Tuesday next, at 12 o'clock, without further invitation. The remains will be taken to Green-Wood for interment.

RUSSELL.—Jan. 26, 1873, at the Lenox House, FRANCIS W., only son of Helena E. W., and the late John A. Russell, of Middletown, Conn., in the [illegible] year of his age.

BUSH.—On Sunday morning, 26th of January, of pneumonia, JOHN BUSH, of Philadelphia.

Relatives and friends of the family are invited to attend the funeral services at the Church of the Holy Communion, on Tuesday morning, 28th inst., at [illegible] o'clock.

ROWLAND.—At Springfield, Mass., Jan. 24, FRANCES BLISS, daughter of the late Rev. Henry A. Rowland, of Windsor, Conn., and sister of the late Rev. Dr. Rowland, of Newark, N. J.

Interment at Windsor, Conn.

SHARP.—On the 26th inst., at his residence, No. 149 East 23d-st., HENRY E. SHARP, aged 56 years.

Notice of funeral hereafter.

SHAW.—In Brooklyn, Jan. 15, LATIMER B. SHAW, aged 75 years.

The funeral services will take place on Monday, Jan. 27, at 2 P. M., at the Central Congregational Church—Rev. Dr. Scudder's—Hancock-st., Brooklyn. His friends are invited to attend, without further invitation.

TONELIER.—On Sunday morning, Jan. 26, Rev. JOHN S. L. TONELIER, in the 85th year of his age.

Funeral from his late residence, No. 253 West [illegible]-st., on Tuesday, the 28th inst., at 2 P. M. His friends and relatives are invited to attend his funeral without further notice.

TRACY.—On Saturday morning, Jan. 25, Hon. WILLIAM H. TRACY, Justice of the Marine Court, in the 35th year of his age.

Relatives and friends of the family are invited to attend the funeral on Tuesday, 28th inst., at 10 o'clock A. M., from his late residence, No. 135 Clinton-st., without further notice.

WIGGINS.—At Queens, Long Island, on Saturday, 25th inst., ELLEN B., wife of Benj. Wiggins, Jr.

The relatives and friends of the family are invited to attend the funeral on Monday, at 12 o'clock M., from her late residence, without further invitation. Trains leave Hunter's Point for Queens at 11 o'clock A. M. Carriages will be in waiting to convey friends to house.

MISCELLANEOUS.

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HAVANA LOTTERY.—CAPITAL prizes, drawing of Jan. 24, by steamer and telegraph:
3,796 drew..........$100,000
11,086 drew..........[illegible]
18,111 drew..........[illegible]
6,982 drew..........[illegible]
29,573 drew..........[illegible]
24,394 drew..........5,000
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A CARD.

MONADNOCK, sometime correspondent of THE NEW-YORK TIMES, in England, will send, gratis and post free, a specimen number of his new periodical to any address sent, post-paid, to MONADNOCK, Aldwyn Tower, Malvern, England.

NOTICE.—WE WOULD MOST RESPECTfully call the attention of our patrons to the fact that, through the kindness of a brother grocer, we shall be able to supply their orders promptly and as well as heretofore. Thanking them for their kind patronage in the past, and trusting that we will receive their encouragement in the future, we will prepare to continue the business in our old stand, No. 1,300 Broadway, corner 34th-st., as soon as the premises can be renovated. Please send all orders to No. 1,300 Broadway, corner 34th-st., and oblige
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PILES OR HEMORRHOIDAL TUmors, all kinds, positively, perfectly, and permanently cured by "absorption" without pain, danger, caustics, or instruments, by W. A. McCANDLESS, M. D., & SON, of 2,031 Arch-st., Philadelphia. At St. Nicholas Hotel, New-York, this and every fourth week. Best of reference given to persons cured.

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POLITICAL.

TWELFTH ASSEMBLY DISTRICT REPUBLICAN ASSOCIATION.—The regular meeting of the Association will be held at No. 70 Avenue D, on this MONDAY EVENING, Jan. 27, 1873, at 8 o'clock, at which the regular committees will be appointed.
JOS. ARCHBOLD, President.
CHAS. McCOLLEY, Secretary.

REAL ESTATE TRANSACTIONS.

At the Exchange, on Saturday, Jan. 25, no sales of real estate were made, and the only business transacted was a stock auction, the details of which are annexed. The total value of City real estate sold at auction at the Exchange for the week ending with Saturday, Jan. 25, amount to $344,220, as against the sum of $[illegible],575, the figures for the previous week ending with Saturday, Jan. 18. The principal public transactions of the week have been the two following sales by A. J. Bleecker, Son & Co., on Tuesday, Jan. 21, of property on Centre and Cliff streets, belonging to the estate of John J. Palmer, deceased, to the value of $[illegible], as duly reported the day succeeding such sale, and sale, under legal orders, by Hugh N. Camp, on Thursday, Jan. 23, of five first-class dwellings, [illegible] finished, and lots, on East Fifty-ninth-street, between Madison and Fourth avenues, for $100,950 in the aggregate. Aside from these events, and the private sales made as noted from day to day, nothing of [illegible] importance has occurred. The market has given evidence of considerable strength, but no particular activity is as yet shown.

THIS WEEK'S PROJECTED AUCTIONS.

The transactions proposed for the present week are as follows, the sales all taking place at the Exchange. Particular attention is called to the auction in charge of Muller, Wilkins & Co. on Wednesday, at which, as will be seen, an extensive list of exceedingly valuable real estate is to be offered:

To-day, Monday, Jan. 27.

By James M. Miller, foreclosure sale, by order of Supreme Court, Wm. H. Hoes, Esq., referee, of house and lot on the south side of Water-street, 57.8 feet west of Montgomery-street, lot 25.8 by 70.4, building 20 feet deep. Also, Supreme Court foreclosure sale, Lowell P. Hope, Esq., referee, of one lot 25 by 100.5, on the south side of West Sixty-third-street, 125 feet west of Ninth-avenue.

To-morrow, Thursday, Jan. 28.

By Wm. Kennelly, Supreme Court sale, Solomon F. Higgins, Esq., referee, of the five-story brick double tenement-house and lot, latter 26.2 by 87.5; No. 48 Elizabeth-street, east side, between Canal and Hester streets, and the five-story and basement brick double tenement-house and lot, latter 29.2 by 76.1, No. 88 Hester-street, south side, 85.2 feet west of Allen-street. Also, adjourned Supreme Court sale, M. T. Brennan, Esq., referee, of two lots, together forming a plot in size 50.5 by 98 on the east side of Avenue A, 50.5 feet south of One Hundred and Seventeenth-street. Also, Supreme Court sale, same referee, of the unexpired lease of house and lot on the east side of Third-avenue, 49.4 feet north of Twenty-eighth street, lot 24 by 100. Also, foreclosure sale by order of Supreme Court, Geo. L. Ingraham, Esq., referee, of three lots, together forming a plot in size 84 feet front by about 100 feet deep (irregular) situated on the south side of West Thirtieth-street, 84 feet east of Seventh-avenue.

By E. H. Ludlow & Co., foreclosure sale by order of Supreme Court, Geo. Putnam Smith, Esq., referee, of the store, tenement, and lot No. 535 Second-avenue, west side, 51.5 feet south of Thirtieth-street, lot 17.6 by 80.

Wednesday, Jan. 29.

By Muller, Wilkins & Co., partition sale by order of heirs of the very valuable property known as the Post buildings, situate at the junction of Exchange-place, Hanover and Beaver streets, embracing a plot of ground numbered on and with front respectively on the above-named streets, as follows: No. 6 Hanover-street, front 53.4 feet; No. 16 Exchange-place, front 64.2 feet, and No. 69 Beaver-street, front 75.2 feet. The remaining side of plot is about 90 feet, and on the same are four-story granite and four-story brick buildings, covering the property. The location is especially desirable, and owing to the proximity to Wall-street, the Custom-house, and other public buildings, the property is never likely to deteriorate in value. At the same sale the following other desirable realty will, in addition, be offered: The five-story brick store and lot situate on the easterly side of Maiden-lane, between William and Gold streets, known as No. 83. The building covers nearly the entire lot, and has an office extension; lot 25.3 feet on Maiden-lane, 81.11 feet on the north line, and 90.9 feet on the southerly line. The three-story brick house and lot situate on the southerly side of Pearl-street, between Peck-slip and Dover-street, known as No. 338; lot 25.2 feet front, 126.11 feet on the easterly, and 124.2 feet on the westerly side. The four-story brick store and lot situate on the northerly side of Pearl-street, near Hanover-street, known as No. 119; lot 20 by 68.11 on east line, and 68.10 on west line. The lot of land situate on the southerly side of Cherry-street, between James-slip and Roosevelt-street, known as Nos. 69 and 71, 33 feet 5 inches by 61 feet; and the four three-story brick houses and lots situate on the northerly side of Monroe-street, known as Nos. 267, 269, 269½, and 271; lots each 16 feet 9 inches in width, and varying in depth from 62 to 67 feet; buildings nearly cover same. The terms of the above sale are liberal, seventy per cent. of the purchase money being allowed to remain on mortgage. Messrs. Muller & Co. will also offer at auction, by order of the Supreme Court, in foreclosure, under the direction of Edward H. Anderson, Esq., referee, an eligibly-located building lot 25 by 98.9, situate on the south side of West Fortieth-street, 200 feet west of Fifth-avenue.

By Hugh N. Camp, to close sale under two decrees, one of the Supreme Court and the other of the Court of Common Pleas, Messrs. Chas. A. Jackson and E. M. Hanson respectively, referees, of a four-story brown-stone French flat house and lot, on the west side of Lexington-avenue, 49 feet west of Fifteenth-street, lot 25 by 80.

By James M. Miller, adjourned foreclosure sale, by order of Supreme Court, R. C. Beamish, Esq., referee, of four lots, with improvements, on the south side of East Seventy-fifth-street, 200 feet west of Second-avenue, lots in size each 20 by 102.2.

Thursday, Jan. 30.

By Joseph McGuire, administrator's sale, under the direction of Henry J. Cullen, Esq., administrator under the will of James L. Phelps, deceased, the leasehold property No. 244 East Houston-street, north side, 83.3 feet east of Avenue A, embracing a lot 24.7 by [illegible] (ground rent $450 per year,) with front and rear brick buildings upon same; also, the leasehold premises Nos. 153 and 155 Second-street, south side, 86.11 feet east of Avenue A, embracing two lots, in size each 18.11 by 105.9, (ground rent each $150 per annum,) with three-story and basement brick houses thereon. The leases contain covenants for renewal for a term of nineteen years each. The first named expires May 1, 1886, and the second May 1, 1876. Mr. McGuire will, in addition, offer at auction at a foreclosure sale, under the direction of Butler H. Bixby, Esq., assignee, one building lot, 25.8 by 90, situate on the west side of Tenth-avenue, 51.1 feet south of Seventy-seventh-street.

By James M. Miller, foreclosure sale, by order of Supreme Court, R. C. Beamish, Esq., referee, of a house and lot on the south side of East Fifty-fourth-street, 156.8 feet west of Lexington-avenue, lot 16.8 by 100.5.

By B. P. Fairchild, foreclosure sale, by order of Court of Common Pleas, John B. Pannes, Esq., referee, of a house and lot on the south side of East Thirteenth-street, 156 feet west of Avenue C, lot 25 by 103.3.

Friday, Jan. 31.

By Wm. Kennelly, foreclosure sale, by order of Supreme Court, M. T. Brennan, Esq., referee, of a four-story brown-stone-front house and lot, on the west side of Second-avenue, 60.10 feet north of One Hundred and Sixteenth-street, lot 20 by 70; also, at a similar sale, George L. Ingraham, Esq., referee, a house and lot on the north side of East Eighteenth-st., 156 feet east of First-avenue, lot 20 by 92.

By James M. Miller, adjourned foreclosure sale, by order of Supreme Court, Wm. M. Howland, Esq., referee, of the store and lot No. 199 Church-street; lot, 21.2x75.

Saturday, Feb. 1.

By Hugh N. Camp, foreclosure sale, by order of Supreme Court, G. Irving Whitehead, Esq., referee, of the two-story and attic brick store and lot No. 127 Duane-street, north side, 200 feet west of Church-street; lot, 25x75.

By James M. Miller, adjourned foreclosure sale, by order of Supreme Court, C. H. Phelps, Esq., referee, of three houses and lots on the north side of West Forty-third-street, and three houses and lots on the same side of West Forty-fourth-street, rears of lots adjoining, 2[illegible]5 ft. west of Tenth-avenue; lots together form plot in size 75x200.10.

GENERAL NOTES.

At private contract, Wm. H. Raynor, No. 5½ Pine-street, reports having recently sold four lots, situated on the south-east corner of St. Nicholas-avenue and One Hundred and Fifty-sixth-street, (this street now closed,) 25 feet front each by an average depth of 90 feet, for $11,500.

E. Duncan Sniffen has removed his office from No. 31 Pine-street to No. 120 Broadway, where he will continue to carry on a general real estate business, negotiate loans, and attend to other matters relating to the exchange of property, purchase and sale of securities, insurance, &c.

Attention is called to the notice of property offered at private sale by V. K. Stevenson & Son, No. 11 Pine-street and No. 226 Fifth-avenue, located on New-avenue, between One Hundredth and One Hundredth and First streets, embracing an entire front 2.0 feet on the west side of New-avenue, by 50 feet in depth between the streets named, and within 400 feet of the Eighth-avenue entrance to Central Park. The lots lie well, and as an investment prospectively profitable, a fine opportunity is here presented. As the owner is desirous to realize, the property will be sold on liberal terms.

Attention is also called to the proposed private sale, as advertised, of the building now occupied by Ball, Black & Co., on Broadway, one of the best business locations in New-York. The lot is 51 feet front on Broadway by 100 feet on Prince-street, and the building is thoroughly and entirely fire-proof, no wood whatever having been used in its construction; it is five stories high, besides an attic, and the roof is iron; is heated throughout by steam, and has an Otis steam elevator running from the basement to the attic, all the machinery and the boiler being outside of the building under the sidewalk. In fact, in construction the building is one of the most substantial and complete in the City. Particulars concerning terms of sale can be obtained of the members of the firm, who propose closing up their business during the coming Spring.

EXCHANGE STOCK SALES.

At the Exchange, on Saturday, Jan. 25, Muller, Wilkins & Co., at a stock auction, disposed of the following securities at the percentage prices noted:

Fifty shares Greenwich Insurance Company, par $25 each—207.
Seven shares Shoe and Leather National Bank, par $100 each—148.
Twenty shares Chatham National Bank, par $25 each—152.
Twenty shares Ocean National Bank, par $50 each—84.
Twenty shares Merchants' Exchange National Bank, par $50 each—93.
Eighty shares Phenix National Bank, par $20 each—101.
Ten shares National Bank of the State of New-York, par $100 each—111¾.
Twenty shares Irving National Bank, par $50 each—132.
Twenty shares New-York Gaslight Company, par $100 each—[illegible].
Five shares Sterling Fire Insurance Company, par $[illegible] each—90.
Fifty shares Bull's Head Bank, par $25 each—196.
Ten shares Union Ferry Company, par $100 each—[illegible].

Recorded Real Estate Transfers.

NEW-YORK.

Friday, Jan. 24.

Baxter-st., n. w. corner Mansion-st., 50x100, ½ part [illegible] ... nom.
Chatham-st., No. [illegible] ... $16,500
East Broadway, s. s., lot No. 73; H. Rutger's estate, [illegible] ... 27,750
Mulberry-st., w. s., [illegible] ft. n. of Bayard-st., 25x[illegible] ... nom.
Orchard-st., e. s., 175.4 ft. n. of Rivington-st., 25.1x87.6, [illegible] ... [illegible]
Waverley-place, n. e. s., between 6th-av. and Macdougal-st., [illegible] ... 20,000
Willett-st., e. s., 75 ft. s. of Stanton-st., 25x100; mortgaged $7,000 ... [illegible]
[illegible]-st., n. s., 225 ft. w. of 9th-av., 25x100.5 ... [illegible]
[illegible]-st., n. s., 80 ft. e. of Lexington-av., 20x100.5, foreclosure ... 15,000
[illegible]-st., s. s., 300 ft. e. of 11th-av., 25x100.5; mortgaged $1,900 ... 4,400
110th-st., s. s., 75 ft. w. of 1st-av., 25x100.11; 110th-st., s. s., 100 ft. w. of 1st-av., 25x100.11; 110th-st., s. s., 125 ft. w. of 1st-av., [illegible] 100th-st., [illegible] foreclosure ... [illegible]
Avenue C, n. w. corner [illegible], 25x80, contract ... [illegible]
Lexington-av., e. s., [illegible] ... [illegible]
South 5th-av., w. s., [illegible] of Prince-st., 25.11x70.4, h. and l. ... [illegible]
Same property sold again ... [illegible]
South 5th-av., w. s., [illegible] of West Houston-st., 101.10x[illegible]; Thompson-st., e. s., 122.3 ft. s. of West Houston-st., [illegible] ... [illegible]
2d-av., e. s., 20.10 ft. s. of 126th-st., 40x75, h. and l. ... [illegible]
10th-av., n. e. corner of 121st-st., 37.10x87, gore; mortgage $3,000 ... 3,000

LEASES.

Chatham-st., No. [illegible], 5 years, per year ... $3,500
South-st., No. [illegible], n. w. corner Dover-st., 5 years, per year ... 2,300

CITY REAL ESTATE.

FIRST-CLASS HOUSES FOR SALE.

East Twenty-eighth-street, near Madison-av.—3-story high-stoop house.
East Thirty-first-street, between 5th and Madison avs.—First-class 4-story brown-stone house.
West Thirty-second-street, between 5th-av. and Broadway—Full-sized, 4 story, brown stone.
East Thirty-sixth-street, between Park and Lexington avs.—4 story, brown stone.
West Forty-sixth-street, between 5th and 6th avs.—4 story, brown stone.
West Forty-seventh-street, between 5th and 6th avs.—4 story, brown stone.
West Forty-ninth-street, between 5th and 6th avs.—4 story, brown stone.
West Fiftieth-street, between 5th and 6th avs.—4 story, brown stone.
West Fifty-second-street, between 5th and 6th avs.—4 story, brown stone.
West Fifty-third-street, between 5th and 6th avs.—Elegant 4 story, brown stone.
West Fifty-fifth-street, between 5th and 6th avs.—4 story brown stone.
Fifth-avenue—A large and elegant house, near 48th-st.
Fifth-avenue—4-story stone house, near 45th st.
Madison-avenue, between 33d and 34th sts.—4-story brown-stone house.
Madison-avenue, between 36th and 37th sts.—A first-class four-story brown-stone house.
Lexington-avenue, between 34th and 35th sts.—4-story brown-stone house.

Also, houses on 5th, Madison, and Lexington avs., and on the cross streets, in desirable locations; business property in various parts of the City; vacant lots on 5th and Madison avs., the Boulevards, and other choice situations. Apply to
MULLER, WILKINS & CO., No. 7 Pine-st.,
Branch office No. 33 East 17th-st., (Union-square.)

W. H. FALCONER'S REAL ESTATE OFFICE,
No. 100 4th-av., near 12th-st.
(Established 1853.)
Houses and lots sold; stores and houses let and rents collected; entire charge taken of property. Charges moderate and references unexceptionable.

CENTRAL-PARK LOTS.
Between 5th and Park avs.,
On 89th, 90th, 91st, and 92d sts.
All near the grand entrance at 90th-st.
Finest location of the east side. Bargains.
A. C. LAMSON & SON, No. 8 Pine-st.

FOR SALE OR TO LEASE FOR A TERM of years, the building known as The Workingwoman's Home, No. 45 Elizabeth-st., running through to Mott-st., covering about six City lots. The building has light on all sides; is substantially built, and suitable for a light manufacturing business or tenements. $70,000 can remain on bond and mortgage. Apply to
HUGH N. CAMP, No. 106 Broadway, corner Pine.

A.—GRAMERCY PARK.—FINE FAMILY residence, and six-stalled stable, on 19th-st; lot 31x200, house 30x70, with dining-room and pantry extension, 105 feet; four-story, high-stoop, stone, soundly built, and in complete repair; price for house, stable, and grounds in fee, only $75,000.
V. K. STEVENSON & SON, No. 11 Pine-st. and No. 226 5th-av.

A PERFECT LITTLE HOUSE IN West 53d-st., three story, brown stone, high stoop, 17x55x100, hard wood, modern style, painted throughout in complete order; will sell with mirrors, gas fixtures, and carpets, if desired; will be sold at a great bargain if applied for at once.
OGDEN & CLARK, Broadway, corner 17th-st.

FOR SALE—ON 43D-ST., BETWEEN MADISON AND 5TH AVS., a first-class four-story brown-stone house, in perfect order. Apply to
MULLER, WILKINS & CO., No. 7 Pine-st.
Branch office, No. 33 East 17th-st., Union-square.

FOR SALE—EIGHT LOTS ON 142D-ST., BETWEEN BOULEVARD AND NEW-AV.; will be sold low and on easy terms. Apply to
MULLER, WILKINS & CO., No. 7 Pine-st.
Branch office No. 33 East 17th-st., Union-square.

FOR SALE—A FINE FRONT ON THE BOULEVARD, NORTH OF 152D-ST. Apply to
MULLER, WILKINS & CO., No. 7 Pine-st.
Branch office No. 33 East 17th-st., Union-square.

FOR SALE—AN ELEGANT CORNER HOUSE ON 5TH-AV., a few blocks below Central Park. For particulars Apply to
MULLER, WILKINS & CO., No. 7 Pine-st.
Branch office, No. 33 East 17th-st., Union-square.

VALUABLE LOTS FOR SALE.—SEVEN LOTS ON 7TH-AV. AND 111TH ST. Apply to
MULLER, WILKINS & CO., No. 7 Pine-st.
Branch office, No. 33 East 17th-st., Union-square.

A.—NEW AVENUE, BETWEEN 100TH and 101st sts., 200 feet from 100th-st. and 8th-av. entrance to Central Park. An entire front (200 feet) for immediate and absolute sale.
V. K. STEVENSON & SON, Nos. 11 Pine-st. and 226 5th-av.

FIVE LOTS FOR SALE ON 79TH-ST., NEAR MADISON-AV. Apply to
MULLER, WILKINS & CO., No. 7 Pine-st.
Branch Office, No. 33 East 17th-st., Union-square.

WATER FRONTS.
One block; 39 lots; first-class. Price $80,000. Also, large or small lots to suit.
F. PIDGEON, Newtown Creek Bridge.

FOR SALE—A COUNTRY-SEAT; FINE house and out-buildings, store, (an old stand,) ten acres in fruit and flowers; convenient to City; price $10,000; a sacrifice.
RUFUS K. McHARG, No. 77 Cedar-st.

FOR SALE ON 5TH AND PARK AVS.—No. 556 5th-av., decorated and furnished in the most elegant manner; No. 61 Park-av., now being decorated; price low, terms easy. Inquire of J. CAMPBELL, Pacific Bank.

A PLOT OF GROUND, NEAR UNION-square and Broadway, 75x92, suitable for large establishment.
W. H. FALCONER, No. 100 4th-av., near 12th-st.

A THREE-STORY BRICK HOUSE, 12th-st., between 3d and 4th avs., cheap, and easy terms.
W. H. FALCONER, No. 100 4th-av., near 12th-st.

A VERY HANDSOME AND WELL-LOCATED plot of about twenty lots, in the neighborhood of 155th-st. and Broadway; will be sold low. Apply to HUGH N. CAMP, No. 106 Broadway.

LOTS FOR SALE ON ALL THE LEADING avenues and Boulevard, and adjacent streets in the City. Apply to HUGH N. CAMP, No. 106 Broadway.

SIXTH AND 7TH-AVS.—SEVERAL plots and single lots on both the Boulevards for sale. Apply to HUGH N. CAMP, No. 106 Broadway.

ONE HUNDRED AND NINTH-ST., between 4th and Madison avs.—Plot, 87½ by 100 feet, for sale at a figure to suit. Apply to HUGH N. CAMP, No. 106 Broadway.

WANTED TO PURCHASE BY A QUICK buyer, a medium sized house, between Madison and 6th avs., 42d and 57th sts.; principals only.
F. G. & D. BROWN, Broadway, corner Wall-st.

FOUR TO EIGHT LOTS WANTED TO purchase, situated south of 34th-st., east or west side, suitable for a lumber, brick or stone yard.
F. G. & D. BROWN, Broadway, corner Wall-st.

A SMALL BROWN-STONE HOUSE—Modern improvements, 18th-st., near 2d-av.; price $14,000; terms easy. W. H. FALCONER, No. 100 4th-av., near 12th-st.

CHOICE PROPERTIES IN WEST-chester County for sale in blocks and acres.
F. G. & D. BROWN, Broadway, corner Wall-st.

LOTS FOR SALE—SINGLY OR IN PLOTS, in various parts of the City.
F. G. & D. BROWN, Broadway, corner Wall-st.

TENTH-AV.—SEVERAL VERY DESIRABLE plots, well located, for sale. Apply to HUGH N. CAMP, No. 106 Broadway.

BROOKLYN REAL ESTATE.

FOR SALE.
$5,000, $5,500, $6,000, $6,500, $7,000, and upward will buy first-class brick dwellings, containing ten rooms or more, with modern improvements, good location, convenient to Grand and Roosevelt sts. to New-York, and cars to City Hall, Brooklyn; terms easy; call and see before you purchase. Williamsburg and Nineteenth Ward, Brooklyn, real estate for sale and to rent a specialty.
C. V. HOLCOMB, No. 87 Broadway, Brooklyn, E. D.

DOCK PROPERTY IN BROOKLYN, E. D.—For sale or lease, 100 feet on river by 500 feet to 1st-st.; also, half block, 1st to 2d-st., on North 5th-st. Call at No. 12 Bond-st., from 10 to 1 o'clock daily.

JERSEY CITY REAL ESTATE

FACTS FOR INVESTORS.—JERSEY CITY HEIGHTS—Most convenient home for business men; thirty minutes only from City Hall and Wall-st.; extremely healthy; population increased 400 per cent. last decade; full protection of law to person and property; taxes less, proportionately, than any suburb. Call and compare prices.
JOHN N. PLATT,
Opposite Court-house, Jersey City Heights.

COUNTRY REAL ESTATE.

ORANGE, N. J.—COUNTRY HOUSES, lands, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

RESIDENCES IN DARIEN, STAMFORD, AND NORWALK, CONN., FOR SALE.—State the kind of place you are looking for. Address MELVILLE E. MEAD, South Norwalk, Conn.

WESTCHESTER PROPERTY.—IMproved and unimproved, in lots or by the acre; chances for good investments. Apply to HUGH N. CAMP, No. 106 Broadway, corner Pine-st.

FINE RESIDENCE AND GROUNDS—Modern improvements, unfailing stream; three minutes from all trains and harbor; price $7,000. ARTHUR E. SKELDING, Riverside Station, Conn.

COUNTRY REAL ESTATE.

HOMES.
Houses, lots, farms, manufacturing sites, and buildings on the line of the Central Railroad of New-Jersey and Newark and New-York Railroads.
Apply to A. D. HOPE or ELSTON MARSH, No. 119 Liberty-st.

FOR SALE OR EXCHANGE AT GREENWICH, CONN.—The dwelling-house of the subscriber, with five acres of land, or more if desired, fronting on main avenue, all in perfect order, requiring no outlay whatever; will be sold a great bargain. For terms, &c., apply to FRANCIS TOMES, No. 104 Broadway.
Also about eighteen acres of fine meadow, suitable for building sites, having good views, fronting on main avenue of the village, admirably located; terms very easy.

HOTEL FOR SALE.—THE AMELIA Hotel, Amelia Court-house, Virginia, thirty miles from Richmond, on Richmond and Danville Railroad, containing sixty rooms, with brick stores on street, and 180 acres of land adjoining depot and Court-house. Apply to A. V. SCOTT, Amelia Court-house, Virginia, or S. B. SCHIEFFELIN, No. 15 East 26th-st., New-York.

TO LEASE.—SEVENTEEN ACRES OF ground for gardening or dairy purposes at Lower Ravenswood, near Hunter's Point. For particulars apply to H. MERRITT, No. 53 3d-av.

REAL ESTATE AT AUCTION.

ADRIAN H. MULLER, Auctioneer.
PARTITION SALE
OF
VALUABLE PROPERTY
ON
HANOVER AND BEAVER STS. AND EXCHANGE-PLACE.
(Known as the *Post* Buildings,)
ALSO ON
MAIDEN-LANE, PEARL, MONROE, AND CHERRY STS.
BY ORDER OF HEIRS,
ADRIAN H. MULLER, P. R. WILKINS & CO. will sell at auction, on WEDNESDAY, Jan. 29, 1873, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway,
The following described real estate, viz.:
HANOVER AND BEAVER STS. AND EXCHANGE-PLACE.
the valuable property situate
AT THE JUNCTION
of the above-named streets, together with the granite and brick buildings thereon, being Nos. 6 Hanover-st., 16 Exchange-place, and 69 Beaver-st., and now known as
POST'S BUILDINGS.
From its shape, which is nearly square,
ITS FRONTAGE ON THREE STREETS,
AFFORDING EVERY ADVANTAGE OF LIGHT,
ITS SIZE,
CLOSE PROXIMITY TO WALL-ST.,
From which street it is
VERY CONSPICUOUS,
All combine to render this property one of the most valuable in that immediate section of the City. It is capable of being either altered or improved so as to produce a
VERY LARGE RENTAL.
DIMENSIONS:
53 feet 4 inches on Hanover-st.
64 feet 2½ inches on Exchange-place.
75 feet 2 inches on Beaver-st.
MAIDEN-LANE.
The five-story brick store and lot situate on the easterly side of Maiden-lane, between William and Gold sts., and known as No 83. The building covers nearly the entire lot and has an office extension. Lot 25 feet 3 inches on Maiden-lane. 81 feet 11 inches on the north line, and 90 feet 9 inches on the southerly line.
PEARL-ST.
The three-story brick house and lot situate on the southerly side of Pearl-st., between Peck-slip and Dover-st., known as No. 338. Lot 25 feet 2 inches front, 126 feet 11 inches on the easterly, and 124 feet 2 inches on the westerly side.
The four-story brick store and lot situate on the northerly side of Pearl-st., near Hanover-st., and known as No. 119. Lot 20x68.11 on east line and 68.10 on west line.
CHERRY-ST.
The lot of land situate on the southerly side of Cherry-st., between James-slip and Roosevelt-st., known as Nos. 69 and 71; 33 feet 5 inches by 61 feet.
MONROE-ST.
Four three-story brick houses and lots situate on the northerly side of Monroe-st., about 33 feet west of Jackson-st., Nos. 267, 269, 269½, and 271; each 16 feet 9 inches in width, and varying in depth from 62 to 67 feet.
Maps at the office of the auctioneers.
TERMS.
Seventy per cent. of the purchase money may remain on bond and mortgage.

E. H. LUDLOW & Co., Auctioneers.
LEASEHOLD PREMISES
in
PARK-PLACE AND BARCLAY-ST.
Will be sold at public auction, on WEDNESDAY, Feb. 12, at 12 o'clock noon, at the Exchange Sales-room, No. 111 Broadway, in the City of New-York, by E. H. LUDLOW & CO., Auctioneers, all those certain leasehold premises and the buildings thereon, known as Number Forty-two (42) Park-place, and Number Thirty-seven (37) Barclay-st., in the City of New-York.
The lease of said premises is derived from the Trustees of Columbia College, and has twenty-one years to run, from the 1st of April, 1871, with covenants for two renewals of twenty-one years each, at the option of the Columbia College. The ground-rent is $1,850 per annum, until the 1st of October, 1875, and thereafter $2,500 per annum.
The said premises are now let until the 1st day of May next, at the annual rent of Eight Thousand Dollars. Possession, subject to the covenants and conditions of the lease, will be given on the 1st day of May, 1873.
Terms ten per cent. on day of sale, balance on delivery of the assignment of the lease, or as may be agreed.
For further particulars inquire of VAN WINKLE, CANDLER & JAY, No. 48 Wall-st., or of the undersigned,
SPOFFORD BROTHERS & CO., No. 29 Broadway.
WILLIAM BRYCE, No. 29 Chambers-st.
PETER M. BRYSON, Phenix National Bank.
NEW-YORK, Jan. 14, 1873.

ADMINISTRATOR'S SALE
of valuable leasehold property.
JOSEPH McGUIRE, Auctioneer,
will sell at auction on
THURSDAY, Jan. 30, 1873, at 12 o'clock M., at the Exchange Sales-room, No. 111 Broadway,
No. 244 East Houston-street, with the buildings thereon; ground rent, $450; lease expires May 1, 1886.
Nos. 153 and 155 2d-st. are each a three-story and basement brick house; ground rent of each, $150; lease expires May 1, 1876, with covenant of renewal of nineteen years. Sale by order of Henry J. Cullen, Jr., Esq., Administrator, under the will of James L. Phelps, deceased.
Maps at the auctioneer's office, No. 87 Cedar-st.

WILLIAM KENNELLY, Auctioneer.
AT AUCTION—FOR CASH—BY ORDER OF the Surrogate of the County of New-York.—Will be sold at the Exchange Sales-room, No. 111 Broadway, City of New-York, by WILLIAM KENNELLY, (of No. 4 Pine-st.,) Auctioneer, on TUESDAY, the 11th day of February next, at noon, the unexpired leasehold estate (two years from May 1, 1873,) in the lots and store and three adjoining buildings, (five stories high,) at the south-west corner of Broadway and West 35th-st., in said City, with covenant for renewal of term by lessors, or to pay for the buildings.
FRANCIS BYRNE,
Attorney for Administrator, &c., No. 83 Nassau-st.

STORES, &C. TO LET.

OFFICES TO LET,
FOR RAILROADS, ENGINEERS, LAWYERS, ARCHITECTS, AND COAL COMPANIES,
On the third, fourth, and fifth floors,
In Building Nos. 69, 71, and 73 Broadway,
Corner of Rector-st.
Recently remodeled, containing every convenience, perfectly ventilated and lighted, with a first-class
PASSENGER ELEVATOR.
Now ready for occupancy. Apply to
EDWARD MATTHEWS,
NOS. 4 AND 6 BROAD-ST.

TO LET OR LEASE.
NO. 119 5TH-AV.,
EXTRA WIDE STORE,
Well arranged, well lighted, new, and very showy. Apply to HORACE S. ELY, No. 22 Pine-st.

OFFICES TO LET
IN
TIMES BUILDING.
SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.
Apply at TIMES COUNTING-ROOM.

TO LET OR LEASE.
No. 13 Bond-st., near Broadway, dwelling or business.
No. 20 West 9th-st., near 5th-av., dwelling or business.
No. 222 East 14th-st., near 3d-av., dwelling, furnished.
No. 138 East 15th-st., near 3d-av., dwelling, unfurnished.
W. H. FALCONER, No. 100 4th-av., near 12th-st.

NOS. 478, 480, 482 BROADWAY, and No. 40 Crosby-st., 75 feet on Broadway, 25 feet on Crosby-st., to let or lease; will be improved by first-class building to suit tenant. Also, Nos. 21 and 23 Peck-slip, corner of Water-st. Apply to MULLER, WILKINS & CO., No. 7 Pine-st., or No. 33 East 17th-st., Union-square.

TO LET—TO A MANUFACTURER OR MILLER, a small mill on Long Island, with dwelling-house and a few acres land; convenient to sloop landing and railroad depot; distance from New-York about twenty-six miles. Apply to ROBERT FRANCIS, No. 47 Broad-st.

NO. 9 GREAT JONES-ST., NEAR Broadway, four-story brick, a very substantial building, to let or lease. Apply to MULLER, WILKINS & CO., No. 7 Pine-st., or No. 33 East 17th-st., (Union-square.)

FIFTH-AV., CORNER OF A CROSS street, between 14th and 23d sts., 27x100, to lease for fifteen years, with three renewals of fifteen years each. Apply to MULLER, WILKINS & CO., No. 7 Pine-st., or No. 33 East 17th-st., (Union-square.)

SIXTH-AV., BETWEEN 23D AND 28th sts., 37 feet by 100, to lease for fifteen years, with three renewals of fifteen years each. Apply to MULLER, WILKINS & CO., No. 7 Pine-st., or No. 33 East 17th-st., (Union-square.)

FINE OFFICES TO LET.—THE ENtire third floor of No. 180 Broadway, expressly arranged for law offices, either singly or en suite. P. LENK & CO., No. 180 Broadway.

DWELLINGS TO LET.

TO LET OR LEASE, AT GREENWICH, Conn.—A comfortable cottage; nine rooms, stable, garden, &c., in the best part of the village, on Putnam-av.; rent only $750 per year; possession April 1; will be furnished for a good tenant on a lease of three or five years. Apply to owner.
FRANCIS TOMES, No. 104 Broadway.

TO LET—A VERY COSY THREE-STORY basement and subcellar modern house, in fine order, all improvements, No. 122 East 28th-st.; rent reasonable to good tenant; small family; possession Feb. 1. Inquire in adjoining house, No. 115 Lexington-av., for permit.

MACHINERY.

BOILER FOR A STEAM-ENGINE WANTED.—An upright, from 5 to 10 horse power. Address EAGLE OFFICE, Poughkeepsie, N. Y.

FINANCIAL.

THE
Consolidated Mortgage Bonds
OF THE
ST. LOUIS
AND
SOUTH-EASTERN RAILWAY CO.
(CONSOLIDATED,)
Of Illinois, Indiana, Kentucky, and Tennessee.
30 year 7 per cent., with Sinking Fund of 2 1-2 per cent. of Gross Earnings.
PRINCIPAL AND INTEREST PAYABLE IN GOLD IN NEW-YORK. INTEREST SEMI-ANNUALLY, FEBRUARY AND AUGUST.

This road is formed by the consolidation of the St. Louis and South-eastern, the Evansville, Henderson, and Nashville, and the Edgefield and Kentucky Railroads, and is the shortest and best possible route from ST. LOUIS and CHICAGO to NASHVILLE, MONTGOMERY, ATLANTA, MACON, MOBILE, SAVANNAH, and CHARLESTON. Its superstructure and equipment are unsurpassed by any in the West.

ITS MONTHLY EARNINGS HAVE, SINCE THE CONSOLIDATION, ALREADY REACHED AN AVERAGE OF $105,000, AND ARE AMPLE TO OPERATE THE ROAD AND PAY THE INTEREST ON THE ENTIRE BONDED DEBT.

Three hundred and fifty-eight miles of this road are completed and fully equipped. The Consolidated Bonds are issued at the rate of $21,000 per mile for the purpose of making a single debt, completing branches, and supplying equipment to meet the rapidly-increasing business. $1,600,000 have been sold, and we offer a limited number at 90 and accrued interest in currency.

The St. Louis Board of Trade recently passed a series of resolutions expressing the opinion "THAT THIS WILL BECOME ONE OF THE BEST PAYING LINES LEADING OUT OF ST. LOUIS," congratulating the stockholders on "THE HONORABLE AND ABLE MANAGEMENT OF THE PROPERTY," expressing the belief "that THE SECURITY OFFERED BY THE CONSOLIDATED MORTGAGE BONDS TO THE AMOUNT OF $21,000 PER MILE IS GOOD, AND RECOMMENDING THEM WITHOUT HESITATION AS AN INVESTMENT TO CAPITALISTS, BOTH AT HOME AND ABROAD."

Under the terms of the Consolidated Mortgage parties holding Bonds issued by the St. Louis and South-eastern Railway Company of Illinois and Indiana, or by the Evansville, Henderson, and Nashville Railroad Company, (7 per cent. currency,) are entitled to the privilege of exchanging the same for the Consolidated Bonds, and can do so upon application.

We unhesitatingly recommend these Bonds as an unexceptionable Railway Security.

Full particulars furnished, upon application, by
GEORGE OPDYKE & CO.,
No. 25 Nassau-st., New-York.
WINSLOW & WILSON.
No. 70 William-st., New-York.

SOUTH SIDE RAILROAD,
OF LONG ISLAND,
FIRST MORTGAGE BONDS
(EXTENSION)
FOR SALE BY
JACOB R. SHIPHERD & CO.,
BANKERS,
No. 24 Pine-st.,
Pamphlets and all particulars upon application.

MIDLAND FIRST MORTGAGE
7 Per Cent. Gold Bonds,
ISSUED BY THE MONTCLAIR RAILWAY CO.
AND
GUARANTEED BY NEW-YORK MIDLAND.
The MONTCLAIR is the DIRECT and SHORT LINE OF THE MIDLAND through New-Jersey. Its bonds are issued on the basis of half cost. They are GUARANTEED. It is a home road, running DIRECT FROM THE CITY OF NEW-YORK, assured of a large business and a fine future. THIS BOND OFFERS AN ADVANTAGE OVER ALL THE OTHER MIDLAND FIRST MORTGAGE BONDS, IN THAT, WITH EQUAL SECURITY IT IS LESS IN PRICE.
We commend it to investors.
For sale by
Allen, Stephens & Co.,
BANKERS,
NO. 25 PINE-ST.

VERMILYE
& CO.
BANKERS,
16 and 18 Nassau-st. New-York.
DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.
BUY AND SELL ON COMMISSION RAILWAY STOCKS, BONDS AND GOLD.
MAKING LIBERAL ADVANCES.
INTEREST ON DEPOSITS.

Evansville City, Ind.
7 per Ct. Bonds at 82 1-2 and Interest.
A FIRST-CLASS SECURITY.
For sale by
GEO. OPDYKE & CO.,
NO. 25 NASSAU-ST.

10 PER CENT. KANSAS SCHOOL BONDS.
10 PER CENT. NEBRASKA SCHOOL BONDS.
10 PER CENT. NEBRASKA BONDS, GUAR'D.
8 PER CENT. BONDS, CITY ST. PAUL, MINN.
PRINCIPAL AND INTEREST PAYABLE IN NEW-YORK.
For sale by FITCH, OTIS & CO.,
Bankers, No. 11 Pine-st., New-York.

FIRST MORTGAGE 8 PER CENT. BONDS
OF THE
MILWAUKEE AND NORTHERN RAILWAY, COUPON AND REGISTERED; INTEREST JUNE AND DECEMBER.
DENOMINATIONS $1,000 and $500.
We offer these bonds for sale at 90, and accrued interest, believing them to be a secure, as well as a profitable investment. Full particulars furnished on application.
VERMILYE & CO.,
Nos. 16 and 18 Nassau-st.
GREENLEAF, NORRIS & CO.,
No. 66 Exchange-place.

OFFICE OF THE NEW-YORK STATE LOAN AND TRUST COMPANY, No. 92 Broadway,
NEW-YORK, Jan. 17, 1873.
THE ANNUAL ELECTION FOR FIVE Directors will be held at the office of the Company on THURSDAY, Feb. 6, 1873. Polls open from 12 M. to 1 P. M.
F. N. LAWRENCE, Secretary.

VIRGINIA COUPONS OFF CONSOLIDATED Bonds, and registered consolidated stock, wanted by
JOHN B. MANNING, No. 5 New-st.

FINANCIAL.

INDIANAPOLIS,
BLOOMINGTON AND WESTERN
Railway Extension
FIRST MORTGAGE
SEVEN PER CENT. GOLD BONDS

CAPITALISTS AND ALL INVESTORS are invited to examine the merits of the Bonds issued by the INDIANAPOLIS, BLOOMINGTON AND WESTERN RAILWAY COMPANY, and secured by a First Mortgage on its Extension Line of 217 miles. On this work, 100 miles, from Champaign to Havana, on the Illinois River, are completed, and trains will run over that section in the second week of January. The remaining distance of 85 miles to Keokuk, on the Mississippi, with the branch of 32 miles to Decatur, now graded and track partly down, will be finished in ample time for the business of 1873. The character of soil, increasing productions, and wide belt of country tributary to this part of the line, assure for it very large remunerative business.

The road from Indianapolis to Pekin, 202½ miles, has been in operation a little more than two years, and has established success. Its earnings have steadily increased, giving in 1872 an excess of $395,000 over 1871. Net receipts from this part of the line alone are more than sufficient to respond punctually to interest on all Bonds made and issued by the Company. It rarely occurs that this can be said of any railroad during negotiation of its securities.

The entire line of 420 miles has the support of a populous, exceedingly rich, and productive agricultural region, passes through and connects important towns and cities, and [illegible] immense deposits of good coal, all of [illegible] insure local business of great magnitude. Its own Western and North-western connections, substantially under same control, with prominent intersecting roads, will furnish large through traffic. The managers appreciate the necessity of unusually large equipment, and are providing for it as rapidly as possible. This, with new elevator accommodations, under construction expressly for this road, at Indianapolis, will greatly increase its facilities and enable it to take large offered business, which it has been obliged to decline.

Particular attention is asked to the unusual strength of these Bonds, which are a liability of the entire Corporation [illegible] a line of 420 miles, and are also comple[illegible] secured by a first and only mortgage on the extension. Of the whole line, 308 miles are completed, and 26 more are graded.

With the certainty that Government rates of interest will in a short time be largely reduced, holders of 5-20s will find it advantageous to realize at present high prices, and reinvest in these Bonds, which we recommend as possessing ample security for all investors. As an investment, they cannot fail to prove largely remunerative.

The Bonds are seven per cent., gold, $1,000 each, convertible into stock at par, at the option of the holder, and may be registered without charge. Price, 90 and accrued interest in currency. Coupons, Jan. and July 1, free of tax.

All negotiable securities received in exchange at best market rates.

Full particulars furnished on application.

TURNER BROTHERS,
Bankers, No. 14 Nassau-st.

WESTCHESTER
FIRE INSURANCE CO.
Offices, { New-Rochelle.
No. 1 Cortlandt-st., N. Y.

Capital - -	$200,000 00
Surplus - -	403,886 87
Assets Jan. 1, 1873 - -	$603,886 87

NEW-ROCHELLE, Jan. 15, 1873.
THE BOARD OF DIRECTORS HAVE THIS DAY declared a SEMI-ANNUAL DIVIDEND of
FIVE (5) PER CENT.,
payable on and after Feb. 1 at New-York Office.
GEO. R. CRAWFORD, Secretary.

Lake Ontario Shore R.R.
7 PER CENT. GOLD
FIRST MORTGAGE BONDS
At 92 1-2 and Accrued Interest.
Issue, $20,000 per mile. Subscriptions to the Capital Stock over $2,000,000. Road runs through a populous and rich agricultural district from Oswego to Lewiston, on the Niagara River, with branches to Buffalo and Suspension Bridge. Connects at either end with leading Trunk Lines; is admirably located for securing large and profitable local and through business; 45 miles of track already laid; and whole length, 150 miles, under contract to be finished within ensuing year. Pamphlets with full particulars furnished.
We commend the above loan as one of the most reliable and attractive on the market. For sale by
GEORGE OPDYKE & CO.,
No. 25 Nassau-st.

OFFICE OF
HOFFMAN FIRE INSURANCE CO.
No. 130 Broadway,
M. F. HODGES, President.
OLIVER A. DRAKE, Sec'y. SAMUEL M. CRAFT, Gen. A.
NEW-YORK, Jan. 22, 1873.
The assessment on the stock of this Company has all been paid in cash.
Capital and Surplus, after allowing for Boston and other losses,
$301,595 00.

10 TO 20 PER CENT.
INVESTMENTS.
ILLINOIS REGISTERED BONDS.
Interest paid by State Treasurer in New-York.
FIRST MORTGAGE RAILROAD BONDS.
Insurance, Gas-light, Bank, and City Railroad Stocks and Bonds; also, other first-class securities for sale, at the lowest market rates, by
ALBERT H. NICOLAY & CO.,
NO. 43 PINE-ST., NEW-YORK.
N. B.—Choice investment Stocks and Bonds a specialty with this house for twenty-one years.

[illegible] MUNROE & CO.,
BANKERS, NO. 8 WALL-ST., NEW-YORK, ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

BROWN BROTHERS & CO.,
NO. 59 WALL-ST.,
Issue COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

ATLANTIC INSURANCE SCRIP
BOUGHT AND SOLD BY
WM. C. GILMAN, No. 46 Pine-st.

THE ANNUAL MEETING OF THE stockholders of the American Metaline Company, for the election of officers and other business, will be held at the offices of Hilton, Campbell & Bell, No. 257 Broadway, New-York, on the 31st day of January, 1873, at 3 P. M.
DOUGLAS CAMPBELL, Vice-President.
JOSEPH BELL, Secretary.

OFFICE OF THE BREWERS' AND MALTSTERS' INSURANCE COMPANY, NO. 139 BROADWAY,
NEW-YORK, Jan. 15, 1873.
THE ANNUAL ELECTION FOR DIrectors will be held at the office of the Company on MONDAY, Feb. 3, 1873. Polls open from 12 M. to 1 P. M.
W. E. OGDEN, Secretary.

FINANCIAL.

NOTICE TO INVESTORS.
CHICAGO AND CANADA
SOUTHERN.
$5,000,000
7 PER CENT. GOLD BONDS
AT 90 AND ACCRUED INTEREST. COUPON AND REGISTERED. INTEREST PAYABLE IN GOLD, APRIL AND OCTOBER.
We now offer these Bonds at the above VERY LOW price. THE CANADA SOUTHERN, or eastern end of this line, whose Bonds were so rapidly sold last Summer,
Is Now Finished,
and will be opened for business, in connection with the TOLEDO AND WABASH and other Western Roads at a very early day. The CHICAGO AND CANADA SOUTHERN, or western end of this line, is now being rapidly built, and the Company expect it to be finished during the present year.
THIS GREAT TRUNK LINE, when completed through, will be of immense advantage to the shipping interests of the Great West, being *Level*, *Straight* and thirty-three miles Shorter than any other route. Having connections with all the lines running into Buffalo at the East and Chicago at the West, and under the management of some of the most experienced railroad operators of the country, its success is rendered a certainty, and its Bonds must be a safe and profitable investment. It makes the shortest and best connections going West, both at Toledo and Detroit, and is the only Seven per Cent. Gold Bond on any through Trunk line now offered.
Pamphlets and all information furnished by
WINSLOW, LANIER & CO.,
BANKERS, NO. 27 PINE-ST.
LEONARD, SHELDON & FOSTER
BANKERS, NO. 10 WALL-ST.

7 Per Cent. Gold
First Mortgage Bonds of the Springfield and Illinois South-Eastern Railway.
We believe the above Bonds, at the price we are asking for them, offer greater inducements to investors than any railway bonds upon the market. They are a first lien of only $15,000 per mile upon a completed road, fully equipped, having a TRAFFIC GUARANTEE by which it is estimated that from one to two hundred thousand dollars of these bonds will be redeemed at par and accrued interest annually, by lot, thus giving the fortunate holders of the drawn bonds over 10 per cent. advance on their investment, and nearly 10 per cent. interest until the bonds are drawn.
We invite the attention of capitalists to this security as a particularly desirable one, and shall be glad to furnish pamphlets, and maps, and all particulars upon application.
JONES & SCHUYLER,
No. 12 Pine-st., New-York.

FIRST-CLASS INVESTMENT.
Morris and Essex Railroad Seven Per Cent. Mortgage Bonds.
These Bonds are a first lien upon thirty-six miles of the line of road, and a first lien upon the real estate and Dock Property at Hoboken, worth the entire amount of the issue of Bonds.
Interest on the Morris and Essex Bonds and the Share Capital of about $15,000,000 are guaranteed by the Delaware, Lackawanna and Western Railway Company, which has leased the property in perpetuity.
For sale by
WOOD & DAVIS,
Bankers, No. 31 Pine-st.,
New-York.

ILLINOIS
Registered Coupon Bonds
$300,000, COUNTY AND TOWN,
Principal and Interest Paid at American Exchange Bank, New-York, January and July, by State Treasurer.
By the laws governing their issue they are made as safe as State Bonds.
For sale by
AUG. T. POST.
No. 5 Dey-st., New-York.

EDWARD HAIGHT & CO.
BANKERS,
NO. 9 WALL-ST., N. Y.
FIVE PER CENT. Interest Allowed on Deposits.
The business of our firm is the same as any State or National Bank.
Individuals or firms banking with us may deposit and draw as they please, the same as with any bank, except that we allow Five per Cent. Interest on all balances.
We buy and sell Bonds, Stocks, Gold, Business paper, and collect Business Notes and Drafts throughout the United States, giving prompt returns.

OFFICE OF THE ATLANTIC MUTUAL INSURANCE COMPANY,
NEW-YORK, Jan. 24, 1873.
THE TRUSTEES, IN CONFORMITY to the charter of the Company, submit the following statement of its affairs on the 31st December, 1872:

Premiums received on marine risks from 1st January, 1872, to 31st December, 1872	$5,918,019 95
Premiums on policies not marked off 1st January, 1872	2,070,659 45
Total amount of marine premiums	$7,988,679 40

No policies have been issued upon life risks, nor upon fire risks disconnected with marine risks.

Premiums marked off from 1st January, 1872, to 31st December, 1872	$5,778,518 70
Losses paid during the same period	2,339,844 82
Returns of premiums and expenses	1,058,707 83

The Company has the following assets, viz.:

United States and State of New-York stock; City, bank, and other stock	$8,443,730 00
Loans secured by stocks and otherwise	3,459,100 00
Real estate and bonds and mortgages	217,000 00
Interest, and sundry notes and claims due the Company, estimated at	409,903 18
Premium notes and bills receivable	2,756,274 14
Cash in bank	285,098 81
Total amount of assets	$15,571,206 13

Six per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 4th of February next.

The outstanding certificates of the issue of 1869 will be redeemed, and paid to the holders thereof, or their legal representatives on and after Tuesday, the 4th of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and canceled.

A Dividend of Fifty per Cent. is declared on the net earned premiums of the Company for the year ending 31st December, 1872, for which certificates will be issued on and after Tuesday, the 1st of April next.

By order of the Board.
J. H. CHAPMAN, Secretary.

TRUSTEES.

J. D. Jones,	James Low,
Charles Dennis,	B. J. Howland,
W. H. H. Moore,	Benj. Babcock,
Henry Coit,	Robt. B. Minturn,
Lewis Curtis,	Gordon W. Burnham,
Charles H. Russell,	Frederick Chauncey,
Lowell Holbrook,	George S. Stephenson,
R. Warren Weston,	William H. Webb,
Royal Phelps,	Sheppard Gandy,
Caleb Barstow,	Francis Skiddy,
A. P. Pillot,	Charles P. Burdett,
William E. Dodge,	William E. Bunker,
David Lane,	Samuel L. Mitchill,
James Bryce,	James G. De Forest,
Daniel S. Miller,	Robert L. Stuart,
Wm. Sturgis,	Alexander V. Blake,
Henry K. Bogert,	Charles D. Leverich,
Joseph Gaillard, Jr.,	Josiah O. Low,
C. A. Hand,	Charles H. Marshall.

J. D. JONES, President.
CHARLES DENNIS, Vice-President.
W. H. H. MOORE, Second Vice-President.
J. D. HEWLETT, Third Vice-President.

JAMES G. KING'S SONS,
BANKERS,
NO. 54 WILLIAM-ST., NEW-YORK,
Issue LETTERS OF CREDIT upon London and Paris, available in all the principal cities on the continent.
Buy and sell Exchange on London, Paris, Amsterdam, Hamburgh, and Glasgow.

FINANCIAL.

CONVERTIBLE
MIDLAND BONDS
A 7 per cent. Mortgage Bond for sale on one of the great roads running from New-York City—on THE THIRD LARGEST ROAD IN NEW-YORK STATE. The most desirable bond of all the Midland issues, affording the largest income and promising the greatest profit.
Price 85 and interest.
We believe them one of the safest and most profitable investments offered in this market for years.
ALLEN, STEPHENS & CO.
BANKERS,
SOLE AGENTS FOR THIS LOAN,
NO. 25 PINE-ST.

DIVIDENDS.

42D DIVIDEND.
CLINTON FIRE INSURANCE CO.,
Office No. 156 Broadway.
The Board of Directors of this Company have declared a Semi-annual Dividend of Five (5) per Cent. payable on and after the 6th inst.
JOHN BARRY, Secretary.
NEW-YORK, Jan. 2, 1873.

DIVIDEND NOTICE.
OFFICE DELAWARE AND HUDSON CANAL COMPANY, NEW-YORK, Jan. 12, 1873.
The Board of Managers have declared a Dividend of FIVE PER CENT. on the capital stock of this Company, payable at the National Bank of Commerce in New-York on and after Saturday, Feb. 1.
The transfer-books are now closed and will remain closed until Wednesday, Feb. 5.
By order of the Board.
JAMES C. HARTT, Treasurer.

ARE YOU INSURED?
OFFICE OF THE RUTGERS FIRE INSURANCE COMPANY, NO. 180 CHATHAM-SQUARE, JUNCTION WORTH AND MOTT STS.
THIRTY-SEVENTH DIVIDEND.—The Board of Directors has declared a regular dividend of EIGHT per cent., and an extra Dividend of TWO per cent., payable Feb. 1, 1873. JOS. W. DUGLASS, Secretary.

FORTY-FIRST DIVIDEND.
HANOVER FIRE INSURANCE COMPANY.
A Semi-annual Dividend of Five per Cent. is payable on demand, at the office of the Company, No. 120 Broadway. I. REMSEN LANE, Secretary.
NEW-YORK, Jan. 25, 1873.

OFFICE OF THE LOGANSPORT, CRAWFORDSVILLE, AND SOUTH-WESTERN RAILWAY COMPANY.
TERRE HAUTE, Ind., Jan. 15, 1873.
THE QUARTERLY COUPONS due Feb. 1, 1873, of the First Mortgage Eight Per Cent. Gold Bonds of this Company will be paid on and after that day at the office of JONES & SCHUYLER,
Financial Agents, No. 12 Pine-st., New-York.
J. C. ELSTON, Treasurer.

OFFICE OF THE DRY DOCK, EAST BROADWAY, AND BATTERY RAILROAD COMPANY,
NEW-YORK, Jan. 22, 1873.
A DIVIDEND OF TWO (2) DOLLARS per share out of the earnings of the quarter ending 31st inst. has been declared, payable to stockholders on and after 1st February next at the office of the Company, No. 605 Grand-st.
The transfer-books will be opened 3d February.
RICHARD KELLY, Treasurer.

THE GERMAN-AMERICAN BANK,
NEW-YORK, Jan. 21, 1873.
A DIVIDEND OF FOUR PER CENT., free of tax, will be paid to stockholders of this bank, on and after Feb. 1. The transfer-book will remain closed from 23d inst. to that date inclusive.
By order of the Board.
O. H. SCHREINER, Cashier.

CORN EXCHANGE BANK,
NEW-YORK, Jan. [illegible], 1873.
THE BOARD OF DIRECTORS HAVE declared a Dividend of Five per Cent., payable on the 1st of February next.
The transfer books will be closed from [illegible] inst. to 1st prox. By order,
WM. A. NASH, Cashier.

OFFICE OF THE FARMERS' LOAN AND TRUST COMPANY, NO. 26 EXCHANGE-PLACE, CORNER WILLIAM-ST., NEW-YORK, Jan. [illegible], 1873.
A QUARTERLY DIVIDEND OF Three per Cent. on the capital stock of this Company has been declared payable Feb. 1.
GEO. P. FITCH, Secretary.

OFFICE OF THE HOWARD INSURANCE COMPANY, NO. 66 WALL-ST., NEW-YORK, Jan. 15, 1873.
THE BOARD OF DIRECTORS have this day declared a Dividend of Three and a half per Cent. on the capital stock, payable on and after Jan. 18, 1873.
THEODORE KEELER, Secretary.

THE COUPONS OF THE NEW-JERSEY Midland Railway First Mortgage Seven per Cent. Gold Bonds, due Feb. 1, 1873, will be paid on and after that date, free of Government tax, on presentation at the banking house of George Opdyke & Co., No. 25 Nassau-st., New-York. The transfer-books of the registered bonds will close on the 25th inst., and reopen Feb. 1.
D. E. CULVER, Treasurer.
NEW-YORK, Jan. 21, 1873.

PACIFIC BANK, NEW-YORK, Jan. 17, 1873.
THE BOARD OF DIRECTORS HAVE this day declared a Quarterly Dividend of Three per Cent., payable on and after the 1st day of February.
R. BUCK, Cashier.

THE MIDLAND PACIFIC RAILWAY First Mortgage Bond Coupons, due Feb. 1, 1873, will be paid at the Banking office of Turner Bros., on and after that date.
B. B. SMITH, President.

THE PEORIA AND ROCK ISLAND RAILWAY First Mortgage Bond Coupons, due Feb. 1, 1873, will be paid at the Banking office of Turner Bros., on and after that date.
W. R. HAMILTON, President.

THE COUPONS DUE FEB. 1, 1873, from first mortgage bonds of the Syracuse and Chenango Valley Railroad, will be paid by the First National Bank of New-York.

SAVINGS BANKS.

SIXPENNY SAVINGS BANK.
ASTOR-PLACE.
NOTICE.—THE 39TH DIVIDEND of this Bank, at the rate of SIX PER CENT. per annum, will be credited to the depositors entitled, on and after Feb. 1, and draw interest thereafter as capital. Money deposited up to the 10th of February will draw interest from the 1st of that month.
N. B.—This Bank has paid 117 PER CENT. IN 19 YEARS on all deposits over THREE DOLLARS.

IRVING SAVINGS INSTITUTION.
NO. 96 WARREN-ST., NEW-YORK.
SIX PER CENT. INTEREST allowed on all sums.
Interest commences on first of January, April, July, and October.
Bank open daily from 10 A. M. to 3 P. M.
WALTER W. CONCKLIN, President.
VANDERBILT L. BUXTON, Secretary.

THE TRUSTEES OF THE SEAMEN'S BANK FOR SAVINGS have ordered that INTEREST be paid, to depositors entitled thereto, for the six months ending 31st ult., as follows:
On sums of 500 Dollars and under, at the rate of SIX PER CENT. per annum, and
On sums exceeding 500 Dollars, at the rate of FIVE PER CENT. per annum. ALSO, an EXTRA INTEREST of the same amount, payable on and after MONDAY, 20th inst.
NEW-YORK, Jan. 8, 1873.
WM. H. MACY, President.
JOHN H. BOYNTON, Secretary.

NORTH RIVER SAVINGS BANK, corner 8th-av. and West 34th-st.
INTEREST COMMENCES the FIRST day of each month. SIX PER CENT. INTEREST PAID.
BANK open daily from 10 A. M. to 3 P. M. Also on MONDAY, WEDNESDAY and SATURDAY EVENINGS from 6 to 8 o'clock.
JOHN HOOPER, President.
JAMES O. BENNETT, Secretary.

GERMAN UP-TOWN SAVINGS BANK.
Nos. 906 and 908 3d-av., corner 55th-st.
Money deposited NOW will draw interest from the FIRST OF FEBRUARY, at the rate of six per cent. per annum on all sums from $1 to $5,000. Bank open daily, from 10 A. M. to 3 P. M., and on MONDAYS, WEDNESDAYS and SATURDAYS also, from 6 to 8 in the evening.
[illegible]STIAN SCHWARTZ, President.

DEPOSIT TODAY in the SAVINGS BANK Chartered by the United States.
SEND FOR CIRCULAR. No. 185 Bleecker-st.
ASSETS OVER $4,000,000.

FURNITURE.

T. G. SELLEW,
DESKS,
Office and Library Furniture.
NO. 103 FULTON-ST., NEW-YORK.
Fine Cylinder Desks.

[ESTABLISHED 1807.]
S. E. COWPERTHWAIT & CO.,
155 Chatham-Street.
FURNITURE AND CARPETS,
PARLOR SUITES,
CHAMBER SUITES,
DINING-ROOM SUITES,
MIRRORS, DESKS,
and a general and varied assortment of every description of
FURNITURE, CARPETS, OIL-CLOTHS,
MATTRESSES & BEDDING,
at VERY LOW PRICES for cash.
Payments by Installments, if Desired.

MARBLE MANTELS.

A. KLABER.—STEAM MARBLE AND MARbleizing works, Nos. 134 and 136 East 18th-st. Marble and marbleized mantels, tiling, marble counters, monuments, at prices that defy competition. Marble turning for the trade.

STEWART'S SLATE MANTELS, RICH and elegant designs; slate work of every description; marble and wood mantels. T. S. STEWART & CO., No. [illegible] and 22[illegible] West 23d-st., near 7th-av.

SHIPPING.

WHITE STAR LINE

ROYAL MAIL STEAMSHIPS

CARRYING THE

UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM-SHIPS.

[illegible] TUESDAY, from Pier [illegible] North River.

[illegible] SATURDAY, Feb. 1, at 8½ A. M.

OCEANIC.....SATURDAY, Feb. 8, at 8 A. M.

BALTIC.....WEDNESDAY, Feb. 12, at 7½ A. M.

ATLANTIC.....SATURDAY, Mar. 1, at 7½ A. M.

From the foot of West 10th st., Jersey City.

Passenger accommodations (for all classes) unrivaled.

SAFETY, SPEED AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP portion, where least motion is felt.

Experienced stewardesses accompany these steamers.

Rates—Saloon, $80, gold; (for sailings after 1st April, $100 gold;) steerage, $30, currency. These sailings are the most convenient for friends from the old country can now obtain steerage prepaid certificates, $30, currency.

Tickets to be had for all parts of America, to Paris, Hamburg, Norway, Sweden, Denmark, Austria, China, Japan, &c.

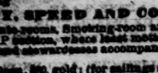
Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 19 Broadway, New-York.

For Steerage Passage, at No. 32 Broadway.

J. H. SPARKS, Agent.

CUNARD LINE.



THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.	FROM NEW-YORK.
Algeria, Wednesday, Jan. 22	Parthia, Wednesday, Feb. 12.
China, Wednesday, Feb. 5	Java, Wednesday, Feb. 19.
Algeria, Wednesday, Feb. 19	Parthia, Wednesday, March 5.

And every following WEDNESDAY and SATURDAY from New-York.

Cabin passage from $80 and upward. Steerage passage at low rates.

RATES OF PASSAGE.

Cabin, $80, $100, and $120, gold, according to accommodation. Round trip tickets at reduced rates.

STEERAGE to or from Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30, currency.

Steerage passage forwarded to Havre, Hamburg, Bremen, Norway, Denmark and Paris, at reduced rates.

Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.

For Steerage Passage, at No. 32 Broadway.

JOHN G. DALE, Agent.

FOR LIVERPOOL,

(VIA QUEENSTOWN,)

CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will sail from the foot of Canal-st. (North River), as follows:

CITY OF BROOKLYN.....Saturday, Feb. 1, at 8 A. M.

CITY OF LONDON.....Saturday, Feb. 15, at 8 A. M.

CITY OF MONTREAL.....Saturday, Feb. 15, at 9 A. M.

CITY OF LIMERICK.....Thursday, Feb. 20, at 10 A. M.

And every alternate SATURDAY and THURSDAY, from Pier No. 4, North River.

RATES OF PASSAGE.

CABIN, $75 and $85, gold, according to accommodation. Round trip tickets at low rates.

STEERAGE to or from Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30, currency.

Steerage passage forwarded to Havre, Hamburg, Bremen, Norway, Denmark and Paris, at reduced rates.

Drafts issued at lowest rates.

For further particulars apply to the Company's office, No. 19 Broadway, New-York.

J. H. SPARKS, Agent.

NATIONAL LINE

OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.

FORTNIGHTLY TO LONDON DIRECT.

From Pier Nos. 44 and 45 North River.

TO QUARRINGTOWN AND LIVERPOOL.

ITALY, THOMPSON.....Wednesday, Jan. 29, at 1 P. M.

ERMAN, WEBSTER.....Wednesday, Feb. 5, at 10 A. M.

OREGON, THOMAS.....Wednesday, Feb. 12, at 2 P. M.

CITY OF LIMERICK, GORDON.....Wednesday, Feb. 19, at 6 A. M.

TO LONDON DIRECT.

HELVETIA, Gross.....Tuesday, Jan. 28, at 2 P. M.

Steerage passage $30.

THE LARGEST IN THE TRADE.

Cabin passage.....$75 and $85, currency

Steerage passage.....$30, currency

Steerage tickets from Liverpool, Queenstown, Glasgow, Londonderry, Cardiff, Bristol, or London.....$30, currency

Drafts issued for any amount at lowest rates.

For further information apply at the Company's office, No. 69 Broadway, New-York.

F. W. J. HURST, Agent.

CHEAPER THAN BY ANY OTHER LINE.

For further information apply at the Company's office, No. 69 Broadway.

F. W. J. HURST, Agent.

ANCHOR LINE.

EXPRESS STEAMERS SAIL FROM PIER NO. 20 NORTH RIVER, NEW-YORK.

CALIFORNIA, Sat., Feb. 1 | VICTORIA, Sat., Feb. 15

ANGLIA, Sat., Feb. 8 | EUROPA, Sat., Feb. 22

Passengers booked and forwarded to all parts of Great Britain, Ireland and the Continent. Drafts for any amount, payable everywhere, at lowest rates. Steerage passage, by the Anchor and Allan lines, to Glasgow, Liverpool, Londonderry, Belfast, Queenstown, Dublin, Ireland, Scotland, Wales, England, Norway, Sweden, Denmark, or America, as cheaply, comfortably, and cheaply as any other route or line. Tickets, drafts or certificates can be bought at the lowest rates by applying at the Company's office, No. 7 Bowling-green.

HENDERSON BROTHERS, Agents.

GERMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail steamships of the Company will sail as follows:

CITY OF BERLIN.....Wednesday, Feb. 5, at 2 P. M.

CITY OF BRISTOL.....Thursday, Feb. 6, at 2 P. M.

CITY OF LONDON.....Saturday, Feb. 8, at 2 P. M.

CITY OF MONTREAL.....Saturday, Feb. 15, at 9 A. M.

CITY OF LIMERICK.....Thursday, Feb. 20, at 10 A. M.

And every alternate SATURDAY and THURSDAY, from Pier No. 4, North River.

RATES OF PASSAGE.

CABIN, $75 and $85, gold, according to accommodation. Round trip tickets at low rates.

STEERAGE to or from Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30, currency.

Steerage passage forwarded to Havre, Hamburg, Bremen, Norway, Denmark and Paris, at reduced rates.

Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.

For Steerage Passage, at No. 32 Broadway.

JOHN G. DALE, Agent.

FOR LIVERPOOL,

(VIA QUEENSTOWN,)

CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will sail from the foot of Canal-st. (North River), as follows:

MINNESOTA, Capt. T. F. FREEMAN, Jan. 29, at 2½ P. M.

NEVADA, Capt. JAS. PRICE.....Feb. 5, at 12 M.

WISCONSIN, Capt. T. W. FREEMAN, Feb. 12, at 3 P. M.

NEVADA, Capt. JAS. PRICE.....Feb. 19, at 3 P. M.

WYOMING, Capt. PRICE.....Feb. 26, at 3 P. M.

IDAHO, Capt. MORGAN.....Mar. 5, at 10½ A. M.

Cabin passage, $80, gold.

Steerage passage, $30, currency.

Drafts issued for any amount, at lowest rates (since No. 20 Broadway,) $80, currency.

For freight or passage apply to

WILLIAMS & GUION, No. 61 Wall-st.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the continent will sail from Pier No. 50 North River as follows:

VILLE DE PARIS.....SUMMONT.....Saturday, Jan. 25

WASHINGTON.....ROUSSAU.....Saturday, Feb. 8

ST. LAURENT.....LEMAIRE.....Saturday, Feb. 22

FRANCE.....DARRÉ.....Saturday, March 8

PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE:

First cabin.....$100 | Second cabin.....$70

Excursion tickets at reduced rates.

These steamers do not carry steerage passengers, but will take intermediate passengers to or returning from the continent of Europe at the lowest rates. Agents of this line, sight both transit by English railway and the passengers of evening the Channel, besides saving time, trouble and expense.

GEORGE MACKENZIE, Agent, No. 58 Broadway.

PACIFIC MAIL STEAMSHIP COMPANY'S LINE TO CALIFORNIA, JAPAN AND CHINA,

VIA PANAMA,

CARRYING MAILS, PASSENGERS, AND FREIGHT TO ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave wharf, foot of Canal-st., North River, on the 5th and 20th of each month, (or next fair day after, if the dates fall on Sunday,) at 12 M.

Jan. 20, 1873—Steamer OCEAN QUEEN, Capt. [illegible] CHUBBUCK, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer GREAT REPUBLIC, Capt. CAVARLY, touching at Acapulco, Guaymillo, and Manzanillo, and connecting at Aspinwall with American and South Pacific ports. Departures of 5th and 20th each month connect with the Company's steamer, touching at San Benito, Tenatu, Salina Cruz, and La Angel.

Steamer COLORADO will leave San Francisco Feb. 5, 1873, for Japan and China. For rates of passage, freight and all further information apply at Company's office on the pier, foot of Canal-st.

F. R. BABY, Agent.

GREAT WESTERN STEAM-SHIP LINE.

NEW-YORK TO BRISTOL, (Eng.)—DIRECT.

Taking goods and passengers for London, Cardiff, Bristol, Gloucester, and all ports in Bristol Channel.

THE STEAM-SHIP [illegible] WILL SAIL

[illegible] NO. 31 EAST RIVER, as follows:

GREAT WESTERN, STARKEY.....Wednesday, Feb. 12

ARAGON, WESTON.....Wednesday, Feb. 26

Cabin passage, $80 gold currency.

Further particulars (and special for those friends can obtain prepaid certificates. Drafts for £1 and upward.

For freight or passage apply to

E. J. MORGAN'S SONS, No. 70 South-st., New-York.

ATLANTIC STEAM-SHIP COMP'Y

UNITED STATES MAIL LINE.

MONTHLY SERVICE TO JAMAICA, VENEZUELA, LA GUAYRA, LA PUERTO CABELLO, AND CARTHAGENA, U. S. MAIL.

The Company's first-class iron steamers will be dispatched (unless prevented by unforeseen circumstances) with the mails for Havana, Puerto Cabello, and Carthagena, from Pier No. 13 North River, as follows:

For freight or passage apply to

PIM, FORWOOD & CO., No. 56 Wall-st.

UNITED STATES AND ROYAL MAILS

FOR HAVANA AND NASSAU, N. P.

Atlantic Mail Steam-ship Company, sailing every fortnight, on THURSDAY, at 1 o'clock P. M. precisely, from Pier No. 4 North River.

MORRO CASTLE, Capt. T. H. MORTON, Thur. Jan. 9

COLORADO, Capt. T. S. CURTIS, Thursday.....Jan. 23

MORRO CASTLE, Capt. T. H. MORTON, Thurs. Feb. 6

For freight or passage apply to

A. W. DIMOCK, President, No. 5 Bowling-green.

DIRECT LINE TO HAVANA.

HAVANA, PROGRESO AND VERA CRUZ.

Mail Steamship Line for Mexico. Mail Steam-ship Line, leaving Pier 3 N. River, at 3 P. M., every Thursday,

CITY OF MEXICO, (Havana only).....Jan. 30

(Havana and Mexico).....Feb. 6

CITY OF HAVANA, (Havana only).....Feb. 13

CITY OF ALEXANDRIA, (Havana only).....Feb. 20

For freight or passage apply to

F. ALEXANDER & SONS, No. 30 Broadway.

SHIPPING.

NEW-YORK TO CARDIFF.

The South Wales Atlantic Steam-ship Company's New First-class Full-powered Clyde-built Steam-ships

GLAMORGAN.....2,500 tons

PEMBROKE.....2,500 tons

CARMARTHEN.....2,000 tons

The next steamer of this line

GLAMORGAN, Capt. Laybourne,

will sail from Pennsylvania Railroad Wharf, Jersey City, on WEDNESDAY, Feb. 19.

Carrying goods and passengers at through rates from all parts of the United States and Canada to ports in the Bristol Channel and all other points in England.

These steam ships, built exclusively for the trade, are provided with all the latest improvements for the comfort and convenience of

CABIN AND STEERAGE PASSENGERS.

First Cabin.....$75 and $85 currency

Second Cabin.....55 currency

Steerage.....30 currency

Prepaid certificates from Cardiff.....

Drafts for £1 and upward.

For further particulars apply, in Cardiff at the Company's offices, No. 1 Dock Chambers—and in New-York, at

ARCHIBALD BAXTER & CO., Agents, No. 17 Broadway.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE

FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

The Royal Mail Steamship TUESDAY, THURSDAY, AND SATURDAY, Sailing from Pier No. 29 North River, at 3 P. M. The side-wheel steam-ships

JAMES ADGER, Capt. T. J. LOCKWOOD, Tues. Jan. 28

GENERAL Capt. CHESEBROUGH.....Thurs. Jan. 30

MANHATTAN, Capt. M. S. WOODHULL, Sat., Feb. 1

Extra Steamers will sail as soon as loaded.

Superior accommodations for passengers. Through passage tickets and bills of lading issued in connection with the South Carolina railroads to all points South and South-west, and over the North-eastern Railroad to Florence, Cheraw, and all points on the Cheraw and Darlington Railroad, and with steamers to Florida ports. Insurance by this line ONE-HALF PER CENT. Goods forwarded free of commission. Bills of lading furnished and signed at the office. Local Freight and Freight Offices, No. 177 West-st., corner of Warren-st.

HENRY B. MORGAN & CO., Agents.

For through freight tariff, or further information in reference to through freight, apply to

BENTLEY D. HASELL, General Agent Great Southern Freight Line, No. 317 Broadway, corner Thomas-st., New-York.

FOR SAVANNAH, GA.,

THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

TUESDAYS, THURSDAYS AND SATURDAYS.

THE STEAM-SHIPS

VIRGO, Capt. BULKLEY, TUESDAY, Jan. 28, from Pier No. 16 East River, at 3 P. M.

MURRAY, FERRIS & CO., Agents, No. 62 South-st.

HERMAN LIVINGSTON, Capt. CHESEBROUGH, THURSDAY, Jan. 30, from Pier No. 8 North River, at 3 P. M. WM. R. GARRISON, Agent, No. 5 Bowling-green.

RUNTSVILLE, Capt. CROWELL, SATURDAY, Feb. 1, from Pier No. 13 North River, at 2 P. M.

R. LOWDEN, Agent, No. 99 West-st.

SAN SALVADOR, Capt. NICKERSON, SATURDAY, Feb. 1, from Pier No. 6 North River, at 3 P. M.

WM. R. GARRISON, Agent, No. 5 Bowling-green.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

C. D. OWENS, Agent A. G. & G. R. R., No. 329 Broadway.

GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

FOR ST. THOMAS AND BRAZIL.

RATES OF FREIGHT REDUCED.

UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

SOUTH AMERICA, Capt. THIELEADER.....Feb. 23

ONTARIO, Capt. SLOCUM.....March 23

MERRIMACK, Capt. WEIR.....April 23

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent, No. 5 Bowling-green, New-York.

FOR PUERTA PLATA, SAMANA, AND Santo Domingo City.—The United States mail steamship PYTHIAN, Capt. Delaney, will leave Pier No. 4 North River on WEDNESDAY, Jan. 29, at 3 P. M. Bills of exchange on Puerta Plata, Samana, and San Domingo City, in sums to suit purchasers, for sale. For freight or passage apply to

SPOFFORD BROTHERS & CO., No. 29 Broadway.

WANTED.—A STEAM LAUNCH, WITH good power, about 40 feet long, 9 feet beam, and light draft of water.

SPOFFORD BROTHERS & CO., No. 29 Broadway.

WANTED.—A SMALL-SIZED STEAM yachts of light draft of water. Address, with particulars, YACHT, Box 1,687 New-York Post-office.

BANKRUPT NOTICES.

[Copy.]

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matters of JOHN GRIFFITH and GEORGE WUNDRAM, composing the co-partnership of GRIFFITH & WUNDRAM, bankrupts.—No. 2,746.—In Bankruptcy.—Notice of sale: The undersigned hereby gives notice of the sale, at public auction, on TUESDAY, the 28th day of January, 1873, at 11 o'clock, in the forenoon, at the boiler-shop and iron-foundry lately carried on by Griffith & Wundram, at the corner of Seventeenth-st. and Eleventh-ave., in the City of New-York, of the following described property of the estate in bankruptcy, to wit: The entire plant, title, and interest of the bankrupts under two leases of the premises lately occupied by the bankrupts; two-thirds interest of Griffith & Wundram in six United States patents for improvements in sectional steam-boiler; and one-third interest in machine for bracing T heads; two-thirds of Griffith & Wundram in one Belgian patent for improvement in sectional steam-boiler; the small steam-engine, and all the machinery, tools and implements in the boiler-shop and iron-foundry aforesaid, used by the said bankrupts in carrying on their business of boiler-makers and foundrymen, and all the stock in trade of the said bankrupts. Catalogues may be had of the undersigned on the premises.—New-York, Jan. 13, 1873.

WM. P. ABENDROTH, Assignee, &c., of the said Bankrupts.

THIS IS TO GIVE NOTICE—THAT ON the 23d day of January, A. D. 1873, a warrant in bankruptcy was issued against the estate of JAMES LIAM T. HENDERSON, of the City of New-York, in the County of New-York, and State of New-York, who has been adjudged a bankrupt on his own petition; that the payment of any debts and delivery of any property belonging to such bankrupt, to him or for his use, and the transfer of any property by him, are forbidden by law; that a meeting of the creditors of the said bankrupt, to prove their debts and to choose one or more assignees of his estate, will be held at a Court of Bankruptcy, to be holden at the office of the Register, No. 122 Broadway, in the City of New-York, Room No. 6, before Edgar Ketcham, Esq., Register, on the 18th day of February, A. D. 1873, at 12 o'clock M.

GEO. H. SHARPE, U. S. Marshal, as Messenger, Southern District of New-York.

THIS IS TO GIVE NOTICE—THAT ON the 16th day of January, A. D. 1873, a warrant in bankruptcy was issued against the estate of JAMES ELBRICK of New-York, in the County of New-York and State of New-York, who has been adjudged a bankrupt on his own petition; that the payment of any debts and delivery of any property belonging to such bankrupt, to him or for his use, and the transfer of any property by him, are forbidden by law; that a meeting of the creditors of the said bankrupt, to prove their debts and to choose one or more assignees of his estate, will be held at a Court of Bankruptcy, to be holden at Nos. 12 and 14 John-street, in the City of New-York, before Edgar Ketcham, Esq., Register, on the 6th day of February, A. D. 1873, at 12 o'clock M.

GEORGE H. SHARPE, United States Marshal, as Messenger, Southern District of New-York.

UNITED STATES DISTRICT COURT, Southern District of New-York.—In the matter of EDWARD HALL, bankrupt.—To all whom it may concern: Notice is hereby given that an adjourned third general meeting of the creditors of said bankrupt will be held at the office of James F. Dwight, Esq., the Register in charge of said matter, at No. 7 Beekman-street, in the City of New-York, on Tuesday, Feb. 4, 1873, at 3 o'clock P. M., in pursuance of an order of this Court made for that purpose by the said Register, and that the final accounts of the said assignee will be filed at the said meeting, and that he will thereupon apply to the Court for a settlement of said accounts, and for a discharge from all liability as assignee of the estate of said bankrupt.—Dated at New-York, Jan. 21, 1873.

JOHN H. PLATT, Assignee.

IN THE DISTRICT COURT OF THE United States, Southern District of New-York.—In the matter of JAMES B. SMITH and DANIEL L. THOMPSON, bankrupts.—In Bankruptcy.—This is to give notice that the adjourned third general meeting of the creditors of James B. Smith, one of said bankrupts, will be held at No. 7 Beekman-street, in the City of New-York, on the 11th day of February, 1873, at o'clock P. M., before James F. Dwight, Esq., Register, pursuant to an order made by said register, for the purposes named in the 27th section of the Bankrupt act of March 2, 1867.—Dated New-York, Jan. 21, 1873.

JOHN SEDGWICK, Assignee, &c., No. 127 Broadway, New-York City.

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of JOHN P. RICHARDS, bankrupt.—In Bankruptcy.—Southern District of New-York, ss.: At the City of New-York the 15th day of January, 1873.—The undersigned hereby gives notice of his appointment as assignee of the estate and effects of John P. Richards, of the City of New-York, in said District, who was, on the 14th day of December, A. D. 1872, adjudged a bankrupt upon creditors' petition by the District Court of the United States for the said Southern District of New-York.

MATTHEW V. CABLE, Assignee.

jan6-law3wM*

I. O. OF O. F.

HANCOCK LODGE, NO. 49 I. O. O. F.—Members are notified to meet at the Lodge Room on MONDAY, 27th inst., at 12 o'clock, prompt, to pay a tribute of respect to our late member, P. G. CHARLES F. RANDOLPH.

JAMES W. DOWNEY, N. G.

GEORGE CRIPPS, Secretary.

RAILROADS.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.

NEW-YORK AND HARLEM RAILROAD.

NEW-YORK AND NEW-HAVEN DIVISION.

WINTER ARRANGEMENT, COMMENCING Dec. 2, 1872.

Passenger Station in New-York, Grand Central Depot, Fourth-ave. and 42d-st.

TRAINS LEAVE NEW-YORK

For New-Haven, 7:05, 8:05 (Ex.), 11:30 A. M., 12:30 (Ex.) 3:05 (Ex.), 4:30, 5:30, 6:30 (Ex.), and 9:10 (Ex.) P. M.

For Bridgeport, 7:05, 8:05 (Ex.), 11:30 A. M., 12:30 (Ex.), 3:05 (Ex.), 4:30, 5:30, 6:30 (Ex.), and 9:10 (Ex.) P. M.

For Stamford, 7:05, 8:05 (Ex.), 9:00, 10:00, 11:30 A. M., 12:30 (Ex.), 3:05, 4:30, 5:30, 6:30 (Ex.), 8:00 (Ex.), stopping at New-Rochelle and Port Chester, and 9:10 (Ex.) P. M., stopping at Mount Vernon, Mamaroneck, and Rye.

For Greenwich and intermediate stations, 7:05, 9:00, 10:00 A. M., 2:30, 3:55, 4:55, 5:30, 6:05, 6:30, 7:25 P. M.

Sunday mail-train leaves Grand Central Depot, 42d-st., New-York, at 7:05 P. M., for Boston, via Spring-field line, stopping at New-Rochelle, Port Chester, Stamford, South Norwalk, and Bridgeport, and at 9:10 P. M. for Boston, via Shore Line, stopping at Mount Vernon, Mamaroneck, and Rye.

CONNECTING TRAINS.

For Boston, via Shore Line, 12:30, 9:10 P. M.

For Hartford and Springfield, 8:05 A. M.; 12:30, 3:05, and 5:30 P. M.

For Newport, R. I., 8:05 A. M.

For Connecticut River Railroad, 8:05 A. M., 12:30 P. M. to Greenfield; 3:05 P. M. to Montreal and White Mountains.

For Hartford, Providence, and Fishkill Railroad, 8:05 A. M.; 12:30 P. M.

For Shore Line Railway, at 8:05 A. M. to Norwich and Providence, 12:30, 3:05 to New-London and Norwich, and 9:10 P. M. Boston Ex.

For Connecticut Valley Railroad, 8:05 A. M. and 3:05 P. M.

For New-Haven and Northampton Railroad, 8:05 A. M.; 3:05 P. M. to Northampton and Williamsburg.

For New-Haven, Middletown, and Willimantic Railroad. (Air-line,) 8:05 A. M. and 3:05 P. M.

For Housatonic Railroad, 8:05 A. M. and 3:05 P. M.

For Naugatuck Railroad, 8:05 A. M., 3:05 P. M., and 4:30 P. M. to Waterbury.

For Danbury and Norwalk Railroad, 7:05, 8:05, and 9:05 A. M.; 12:25 and 4:30 P. M.

For Shepang Valley Railroad, via Danbury and Norwalk R. R., 8:05 A. M. and 4:30 P. M.

For New-Canaan Railroad, 8:05 A. M.; 12:25, 4:30, and 5:30 P. M.

Commodious sleeping-cars attached to 8:05 and 9:10 P. M. trains, and also to Sunday Mail trains on either line. Drawing-room cars attached to the 8:30 A. M., 12:25, and 3:05 P. M. trains.

Passengers can procure tickets to any point reached over this road at the Grand Central Depot, corner 42d-st. and Fourth-ave., also at the office of the New-York Transfer Co., (Dodds' Express,) No. 944 Broadway, and No. 1 Court-st., Brooklyn; and by leaving suitable notice at either office baggage called for and checked from residence to destination.

JOHN T. MOODY, Sup't N. Y. & N. H. Div.

PENNSYLVANIA RAILROAD.

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West, and South, with Pullman Palace Cars attached, 9:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7, 8:30 P. M.

For Baltimore, Washington, and the South at 9 A. M., 1, 9 P. M. Sunday, 9 P. M.

Express for Philadelphia, 8, 9, 9:30 A. M., 12:30, 1, 4, 5, 6, 8:30, 9 P. M., and 12 night. Sunday, 6, 8:30, and 9 P. M.

For Philadelphia, via Kensington, at 7 A. M. and 2 P. M.

Emigrant and second class, 7:15 P. M.

For Newark at 6, 6:30, 7, 7:30, 8:10, 9, 10, 11, 11:40 A. M., 12, 1, 2, 3, 3:30, 4, 4:30, 5, 5:30, 6, 6:30, 7, 8, 9, 10, 11:30 P. M. Sunday, 6:30, 8:10, 9, 10, 11:30, 12 P. M. Sunday, 6:30, 8, 9, 10, 11:30 P. M.

For Elizabeth, 6, 6:30, 7, 7:40, 8, 8:10, 9, 10, 11, 11:40 A. M., 12 M., 12:30, 1, 2, 3:30, 4, 4:30, 5, 5:30, 6, 6:30, 7, 8, 9, 10, 11, 11:30 P. M. Sunday, 6:30, 8, 9, 10, 11:30, 12 P. M. Sunday, 5:30, 6, and 8:10 P. M.

For Rahway, 6, 6:30, 7, 8, 10, 9:30, and 10 A. M., 12 M., 1, 2, 3:30, 4, 5, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 P. M. Sunday, 5:30, 6, 6:30, 7:30, 8:10, 10 P. M., and 12 night. Sunday 5:30 and 6 P. M.

For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:40, 4:30, and 5:30 P. M.

For New-Brunswick, 7, 10 A. M., 12 M., 1, 2, 3, 4:10, 5:30, 6, 8 P. M., and 12 night. Sunday 6 and 9 P. M.

For East Millstone, 7 A. M., 12 M., 4:10 and 5:30 P. M.

For Lambertville and Flemington, 9 A. M. and 2 P. M.

For Philipsburg and Belvidere, 2 and 4 P. M.

Accommodation for Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 3:30, 5, 8:30, 4, and 6 P. M.

For Freehold, 7, 8 A. M., 2 and 4 P. M.

For Jamesburg, Pemberton, Camden, 6 A. M., 3:40 P. M.

Trains arrive as follows: From Pittsburg, 6:50 A. M., 1:00 P. M., daily; 10:14 A. M. and 6:34 P. M. daily, except Monday. From Washington and Baltimore, 6:40 A. M., 4:34, 10:12 P. M.; Sunday, 6:40 A. M. From Philadelphia, 3:25, 5:20 (Ex.), 8:10, 11:30 A. M., 2:34, 3:54, 6:04, 8:42 P. M.; Sunday, 3:21, 8:50, 11:34 A. M.

Ticket offices, Nos. 526, 425, 271, and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant Ticket-office, No. 2 Battery-place.

D. M. BOYD, JR., Gen. Pass. Agent.

A. J. CASSETT, General Manager.

NEW-YORK MIDLAND RAILWAY. WINTER ARRANGEMENT, taking effect Dec. 2, 1872.

Trains leave foot Cortlandt and Desbrosses sts. as follows:

For New-Durham and Maywood—7, 9:10, 10:50 A. M.; 1:30, 5:30, 6:20, and 11:30 P. M.

For Hackensack, Paterson, Hawthorne, Midland Park, and Wortendyke—7, 9:10, 10:50 A. M.; 1, 3:30, 4:30, 6:20, 11:30 P. M.

For Ridgewood Park, Bogota, Roebelle, Dundee Lake, Market Street, and Riversde—7, 10:50 A. M.; 1, 4:30, 5:30, 6:20, 11:30 P. M.

For Wyckoff, Pompton, and Montclair Junction—7, 9:10, 10:50 A. M.; 2:30, 4:30, 5:30 P. M.

For Campgaw, Oakland, Bloomingdale, and West Bloomingdale—7, 9:10, 10:50 A. M.; 4:30, 5:30 P. M.

For Smith Mills, Charlotteburg, Stockholm, Snuff-town, Ogdensburg, and Quarryville—7, 9:10 A. M.; 1:30 P. M.

For New-Foundland, Franklin, Hamburg, Decker-town, Unionville, Warwick Town, Johnson, Slate Hill, Middletown, and Bloomingburg—7, 9:10 A. M.; 3:24, 24:20 P. M.

For Pine Bush, Huntsboro, Salisbury, Monticello, Liberty Falls, and Elliott—7, 9:10 A. M.; 3:20 P. M.

Returning, leave Liberty Falls at 6:35 A. M., 1:25 P. M.; Ellenville, 7:43 A. M., 2:15 P. M.; Middletown, 8:55 A. M., 3:57, 8:45 P. M.; West Bloomingdale, 7, 8:20 A. M., 2:07, 4:06, 6:58 P. M.; Oakland, 7:25, 8:27 A. M., 2:07, 4:06, 6:58, 10:50 P. M.; Paterson, 7:53, 8:47, 7:55, 9:19, 11:38 A. M., 2:37, 4:34, 7:16, 11:12 P. M.

Arriving in New-York at 8:50 A. M., 2:10, 10:20 A. M.; 12:50, 4:10, 5:40, 8:32, 11:30 P. M., and 12:50 A. M.

MONTCLAIR DIVISION.

Trains leave New-York, foot Cortlandt and Desbrosses sts., for Montclair, Pompton, and intermediate stations, 9:10 A. M., 4:30 P. M. For Montclair and intermediate stations, 3:30 P. M. Arrive, 8 and 9:10 A. M., 4:0 P. M.

‡ Does not run beyond Middletown.

* Does not run beyond Newburgh.

† Does not run beyond Bloomingburg.

C. W. DOUGLASS, Superintendent.

WM. H. WEED, General Ticket Agent.

LONG ISLAND RAILROAD COMPANY.

Trains will leave James slip as follows: (Leave 34th-st., East River, fifteen minutes later.)

8:30 A. M.—Greenport Mail.

10:30 A. M.—Jamaica, Northport, Locust Valley, and Rockaway trains.

3 P. M.—Riverhead and Sag Harbor Express trains. (through to Greenport on Saturdays.)

4 P. M.—Port Jefferson, Northport, and Locust Valley Express.

5 P. M.—Hempstead Express.

6 P. M.—Northport and Rockaway Accommodation.

All trains connect at Jamaica with East New-York, and at Mineola with Hempstead.

STEAMBOATS.

NEW-YORK CENTRAL & HUDSON RIVER RAILROAD.

Commencing on Monday, Nov. 4, 1872. Through Trains will leave Grand Central Depot,

6.00 A. M., Chicago and Montreal Express, with drawing-room cars through to Rochester and St. Albans.

10.30 A. M., Special Chicago Express, with drawing-room cars to Buffalo and Niagara Falls.

10.45 A. M., Northern and Western Express.

3.40 P. M., Special Express for Albany and Troy.

4.00 P. M., Montreal Express, with sleeping-cars from New-York to St. Albans.

6.00 P. M., Express, daily, with sleeping-cars for Watertown and Canandaigua.

8.00 P. M., Pacific Express, with sleeping-cars for Rochester, Buffalo and Niagara Falls; also, for Chicago via both L. S. and M. C. Railroads. This train runs on Sundays.

11.00 P. M., Express, with sleeping-cars for Troy and Albany.

C. H. KENDRICK, General Passenger Agent.

NEW WINTER LINE BY STEAMBOATS AND RAILROAD.

To HARTFORD, MIDDLETOWN, and all the towns along the CONNECTICUT VALLEY, connecting at Saybrook, with the new Valley Railroad.

The steamers consist of the STATE OF NEW-YORK, CITY OF HARTFORD, and GRANITE STATE; one of which leaves Pier No. 24 East River, (Peck slip,) daily (Sundays excepted,) at 3 o'clock P. M.

The cars of the Valley road run alongside of the boats at Saybrook.

Passengers are not subjected to the annoyance and danger of getting to and from 43d-st., nor to expensive hack-hire, or a LONG WALK, to reach the cars at Saybrook.

The boats and cars on this route are first-class. PASSENGERS and FREIGHT taken as low AS BY ANY OTHER LINE WHAT EVER.

WM. H. GOODSPEED, Vice-President.

SAXTON & SRADBURY, Freight Agents, 112 South-st.

FALL RIVER LINE FOR BOSTON, VIA NEWPORT.—The steamers EMPIRE STATE and OLD COLONY, from Pier No. 28 North River, foot of Murray-street, daily (Sundays excepted) at 4 P. M. Tickets sold to principal points in New-England, the White Mountains, and Provinces.

A. P. BACON, Superintendent.

FOR NEW-HAVEN, HARTFORD, &c. —Steamers leave Peck-slip for New-Haven at 3:15. Trains north and east at 11 P. M.

FOR BRIDGEPORT AND ALL POINTS on Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 45 noon, and 12 night.

DANCING.

A. DODWORTH'S CLASSES FOR DANCING, AT NO. 212 8TH-AV.,

Twice-a-week classes on Mondays and Thursdays, Tuesdays and Fridays, Wednesdays and Saturdays.

Once a week, on Saturday morning and Friday evening. Monday and Thursday evenings for gentlemen. For terms, &c., send for circular.

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ITALY.

Seasonable Affairs—Franco-Italian Relations—The Churches at Christ mas-Tide—Royalty's Finance.

From Our Own Correspondent.

ROME, Tuesday, Dec. 31, 1872.

We are at the end of the year, and in this transition season social festivities and compliments are the order of the day, and also of the night. The weather, which is usually so bad in the shortest days of the year, could not be more favorable and agreeable than has been that of the last week of December in Rome. The flies are lively with a Midsummer glee, and in the intoxication of their joy immediate themselves in the dregs of our glass of sweet wine. In private circles good humor has accompanied the good cheer which has been served under the green leaves and red berries of sprigs of holly. Do not be surprised to hear this, for the holly flourishes on the Alban Mount, and bourghs of it are for sale in the market at this season. You are welcome to be surprised when I tell you that strawberries, brought from the hills above Frascati, are cried in the streets until Christmas, and a few still may be had at a franc and a half the pound. Mostly foreigners are those who buy them, so as to be able to say that they have eaten strawberries grown in the open air in the latitude of New-York on the last days of the year.

FRANCO-ITALIAN RELATIONS.

But this is the season of diplomatic compliments as well, and the Pope and the King are the rival objects of these formal attentions. The Count de Bourgoing, the French Minister near the Vatican, has dashed his foot against a stone, and has resigned his commission in a huff and started off to France to have his wound dressed with the balsam of Dr. Dupanloup. Since the French, by the terrible exigency of these war, were forced to leave Rome, a vessel of war of that nation, called the Grénoque, has been kept anchored in the port of Civita Vecchia. It is a school-ship for young marines; but the pretended purpose for which it is kept there is to take the Pope away, in case the house is made so hot that he can no longer stay in Italy. The Italians have been a good deal annoyed at the prolonged presence of a vessel of war which is only doing sentinel's duty, and strong articles have from time to time appeared in the newspapers. If France can no longer have a footing on *terra firma*, she is, at least, determined to float in independent ease in Italian waters. Every year at Christmas the French Government has ordered the officers of this vessel to go to the Vatican and present their compliments of the season, and renew the protest of the fidelity of France to the Holy See. Up to this time all has gone on very well, and the panting inhabitants of the Vatican have had the satisfaction of seeing a cold shoulder turned upon the smiling circle of the Quirinal. But this year there has been a change, and a week ago, M. Thiers ordered the Orénoque tars, after their visit to Pius IX., to go and make their bow to Victor Emmanuel. It was this intended good-natured proceeding which made the hair of the Count de Bourgoing stand on end with indignation. In a diplomatic letter he expostulated with the French Ministry, and immediately threw up his commission and returned to France. A successor has been promptly sent, if he has not already arrived, and the end of the matter, so far as it yet has an end, is that an order has been sent at the last moment for the officers of the ship to go neither to the Vatican nor to the palace of the Quirinal Hill. The incident at least serves to show how delicate are the susceptibilities of the Papal circle.

THE CHURCHES AT CHRISTMAS TIDE.

Very few signs of life have been given in St. Peter's and the monumental chapels of the Vatican during this Christmas season. The churches have a deserted and lonesome look, compared with the animated scenes presented in these years ago. The priests and monks wear a forlorn and disconsolate aspect. Some are really broken-spirited, and go skulking about as if they felt that they had no longer any place here. We feel sad for them, while we blame them, and only wish for the time of a possible reconciliation.

PAPAL UTTERANCES.

The newspapers continue to make remarks upon the Pope's allocution, pronounced a week back, but the words of the Holy Father will probably attract more attention beyond than within the limits of Italy. The Italians have been scolded at by Pius IX. for the past twenty years, and treated as the bad boy of the Catholic family. The effect has only been to confirm the nation in its obstinate indifference. The Pope's hard words of condemnation no longer excite rage, but are the cause of a good-natured banter and a playful familiarity of criticism. Germany has taken the matter more seriously, and, what is called the impertinence of the Pontiff toward the Emperor, has caused the withdrawal of the diplomatic agent accredited to the Vatican. The language used by the Pontiff, a day or two after, on the occasion of receiving an address from Gen. Kaulzer and the other officers of his broken-up army, was even more imprudent in its tone of appeal to revengeful passions. It surprises many persons that such errors of judgment are committed by those who surround the Geraens as to advise the publicity of speeches, to say the least, so sterile of good results. The Pope cited with such particularity the example of Judith in cutting off the head of Holofernes, as to lead to the popular interpretation that it was meant as a stimulant for some young heroine to mete out a similar fate to the usurper King. Indeed, one of the newspapers has a story of a fanatical devotee who, carried away by the Pope's dubious appeal, has lost her own head meditating a repetition of the tragedy of Judith with the Jew General.

ROYALTY'S FINANCES.

Whatever Victor Emmanuel may know about military affairs or hunting, certain it is he knows little about keeping accounts, and the money affairs of the royal household are going from bad to worse. Several years ago Parliament cut down the King's annual allowance 4,000,000 of francs and paid off the debts which had accumulated under a revenue of 16,000,000, which went every year for the maintenance of the sovereign establishment. The reduction was meant to teach the King, or those who hold his purse, economy; but it has had no such effect. Heads of families, and others who know how private establishments should be managed, have been scandalized because the King's procurer has been running about among brokers, and others who have ready money, making loans of sums of 1,000,000 or less, on such terms as the market might impose. There has been some pretty plain speaking, and a demand made that a stop be put to the abuse. There is an extravagance and lasciveness of expenditure indulged which cannot be conscientiously excused, and little becoming in the Sovereign in the present condition of the national finances. New houses are bought, while there are half a dozen already belonging to the Crown in each of the States which have been formed into the Italian Kingdom. Last year, nearly 2,000,000 was paid for the hunting domain of Porziano, and at the present moment two villas are building for the King at Rome, one within, and the other about a mile beyond the walls. Waiting their completion, the Villa Ludovici is hired at an annual rental of 60,000 francs, and the King passes in it two or three weeks of the year.

A NEW PALACE.

The work of excavating for the vast palace which the Minister of Finance is building for his department, near the Baths of Diocletian, is going forward, but not with the energy which will insure its completion within two or three years, the period named in the first contract. Many remains of antiquity are uncovered in the progress of the removal of the earth, although not many yet of sufficient value to be worthy of a place in the public museums. The walls of the massive constructions which in the time of old Rome covered the site, are the objects encountered, and their removal hinders in a degree the progress of the work. A few days ago, a colossal head, which must have been part of a statue at least forty feet high, was discovered. It is the most interesting of all the fragments of antiquity yet thrown out. A. J.

"THE ROAD TO WEALTH."

Sermon by Rev. Dr. Holme at Trinity Baptist Church.

Rev. Dr. Holme delivered a very impressive discourse, last evening, before a large audience in Trinity Baptist Church, Fifty-fifth-street, of which he is the pastor, the sermon being the seventh of a series recently delivered for the especial benefit of young men and women on the practical duties of life, under the title of "The Road to Wealth." The reverend gentleman commenced his discourse by quoting from the book of Proverbs, third chapter and sixth verse: "In all thy ways consult Him, and He will make plain thy paths," and read other texts from the same book condemning false balances and the practice of becoming surety for a stranger. He then went on to say that he did not regard the possession of wealth as intrinsically sinful in itself. Neither was he one who would canonize poverty. He did not believe that God wished to discourage enterprises of any kind when entered upon with the proper degree of wisdom and moderation. On the contrary, religion furnished men with the best code for their guidance in financial affairs as well as in the great business of social life. Religion would not recruit a worn-out constitution nor would it give men sound judgment in mercantile transactions, but it would so inspire them as to lead to the adoption of prudence and discretion in all the affairs of life. He referred to that inscrutable providence of God, which raises up one man, and casts down another. There were some men remarkable for their honesty, industry, and perseverance, who, in spite of all their efforts, lived and died in poverty. On the other hand there were villains who outraged every law of God and man, and yet flourished in the midst of their wickedness. But we should not repine at this, nor should we judge of the actions of others, but leave all those things in the hands of God, who would in due season reward every man according to his merits. He next proceeded to show that those practical principles which should guide men in all their pursuits through life were nothing more than the practice of the precepts and graces of religion. Industry was the first step on the road to wealth. If a man would become rich, he should work for it. Solomon said, with great truth, that a man's life was full of labors. It was, in fact, every man's duty to work. If men would enjoy the blessings of health, if they desired to enjoy rest and sleep, if they wished to be respected in the eyes of the world; but, above all, if they would secure the friendship of God, and receive the superabundant graces of religion, they should labor. This rule did not apply to any particular form of life. It did not mean that a man should labor for ten or even twenty years, and then seek repose. The laws of the Creator enjoined that all men should work during the full period of their existence in this life; and for this reason He condemned the practice of amassing a fortune in a few years, and then returning to enjoy it. It was a breach of one of the fundamental principles of religion, and one which could not be too much discountenanced in society.

Frugality was the next step on the road to fortune. Dr. Franklin used to say the way to wealth was as plain as the way to market. It was comprised in two words, industry and frugality. Dr. Holme here referred to those silent partners of whom he spoke in a previous discourse. It could not be overlooked in the age in which we lived that wives had a good deal to do either in building up a man's fortune, or, on the other hand, pulling him to beggary. It was too much the habit of the wife to be supported in idleness. Some women did nothing but spend money, and ruin their husbands into debt. He was much in favor of early marriages, and believed that if people would commence the world as their fathers did a century ago, there would be more fortunes made, more happy families, while the morals of the community would be vastly improved. He referred to a recent lecture delivered by Miss Emily Faithfull, at Steinway Hall, upon this subject, and fully indorsed the lecturer's views. In the next place, he observed that if men would make progress on the road to wealth they should not be afraid of poverty. Some one had asked what was the first virtue of religion, and he was answered—humility. He then asked what was the second and third, and was told they were to be found in humility. He would recommend the adoption of this virtue on the road to wealth, and also said men should make haste to be rich slowly. If all young men starting in business would be guided by these principles there would not be so many terrible disasters and failures recorded. The next step on the road to wealth was unflinching fidelity. It was worth more than an insurance against misfortune, and if he judged not rashly of the business men of this City they were just now being schooled into a just recognition of this principle in all those with whom they had to transact business. The next great virtue was that of patience. And here the grand difficulty might be said to be with most men. It was a startling fact that ninety per cent. of those who commenced the world with fair prospects of success failed because of their impatience to become rich, which caused them to embark in rash ventures, which led to their ruin. After passing censure upon the credit system and money-lending business, Dr. Holme concluded an eloquent discourse by urging his hearers to seek first the kingdom of heaven, by entering upon the paths of justice and religion, and trust in Him whose capitol was seated upon a thousand hills to reward their labors.

A Training School for Nurses.

An interesting report has just been prepared by the Committee on Hospitals of the recently organized State Charities Aid Association, which is composed of influential and philanthropic ladies and gentlemen. The committee urge the importance of the establishment of a training school for nurses, having visited the hospitals in this City and found those important aids incompetent and insufficient. A member of the committee, Dr. W. Gill Wylie, visited Europe and studied the system of training there, and he describes at length the Nightingale Training school for Nurses at St. Thomas' Hospital, London, the Liverpool school, and others, which have been a wonderful success, trained nurses being now looked upon in England as a necessity, and intelligent servants, and even the daughters of clergymen and other ladies, are inmates of the schools. Full details of the management are given, with recommendations that the same plan be introduced here. The Bellevue Hospital Association last September referred the subject to the committee, whose scheme has been referred to them, and they unanimously approved of it, and urged it on the Commissioners of Charities, under whose control the hospital is. These gentlemen, the report says, have given a most cordial expression of their desire to carry out any well-considered plan for the benefit of the patients under their charge, and for this lend they agree to the proposal to give up the nursing and control of six wards of Bellevue Hospital, subject to such conditions as will not conflict with the rules already established for the good government of the hospital.

The report concludes: "In this country we have a large class of conscientious and laborious women whose education and early associations would lead them to aspire to some higher and more thoughtful labor than household service or work in shops; such as the daughters and widows of clergymen, professional men and farmers throughout New-England and the Northern States, who have received the good education of our common schools and academies, and are dependent on their own exertions for support. An American woman, with such an education, and her heart in the work, could be trained to make the best nurse in the world. To such women we are prepared to offer a career of the widest useful ness, a profession acquired under masters of the highest skill, (physicians and surgeons of not only American, but of European fame,) and an assured means of livelihood."

The Atlantic, Pacific and Missouri Railroad.

A reporter of THE TIMES called upon Mr. A. B. Stockwell, who, on Saturday, was elected to the Presidency of the Atlantic, Pacific and Missouri Railroad, to inquire whether any new measures in regard to the road were proposed upon his accession to the Presidency. Mr. Stockwell said that hitherto the Company had pushed its track as far as its means would allow, but that lack of money prevented it from accomplishing the original design of establishing a great line through to San Francisco. It is now believed that by energetic and careful financiering money can be obtained to carry out this purpose, and that the railroad can be made one of the best properties in the country. Mr. Stockwell said that so far as his duties to the other companies of which he is President will allow, he intends to devote his time and money to making the Atlantic, Pacific, and Missouri Road, one of the greatest and most profitable lines in America.

Unprovoked Assaults by a Drunken Italian.

Chaune Learo, an Italian just landed in this City, and having no fixed residence, became drunk yesterday. About a quarter to nine o'clock he established himself in a dark alleyway in Park-street, and, stiletto in hand, waited for some victim. The first person that passed was Richard Kelley, 17 years old, a colored seaman, living at No. 35 Baxter-street. As he passed the alleyway Learo stepped out and stabbed him in the back, inflicting a severe wound. Learo at once rushed back into the darkness of the alleyway and concealed himself. In a quarter of an hour he was again on the look out for a suitable victim. Peter Calla, sixteen years old, of No. 33 Mulberry, who keeps a restaurant, was walking leisurely home after purchasing his vouchers to the various newspaper offices, when Signor Learo stepped out of the alleyway and stabbed him in the abdomen, inflicting a very painful and dangerous wound. Roundsman Dean of the Sixth Precinct, heard the cry of "Murder," shouted by the boy Calla, and dashed up the alley after Learo, who climbed a shed, upon the roof of which he was arrested. He had thrown away the knife. Learo, it was subsequently learned, was, in his sunny native land, a constitutional loafer, who spent his time on the steps of the Mont de Piété, and earned a scanty living by acting as an artist's model. He will be arraigned before Justice Hogan in the Tombs today.

Funeral of Charles H. Phyfer, the Murdered Truckman.

The funeral of Charles H. Phyfer, the truckman, who was murdered one day last week in Chatham-square, New-York City, by Michael Nixon, took place yesterday afternoon. At 3 o'clock the remains were conveyed from the late residence of the deceased, corner of South Eighth and Third streets, Williamsburg, to the Methodist Church on North Fifth-street. An immense concourse of people crowded the church and filled the street in the vicinity. The remains were inclosed in a rose-wood casket, with heavy plated mountings. On the lid was a plate inscribed with the name, age, and date of death of the deceased. The officiating clergyman was Rev. George Hollis, pastor of the church. The services were very impressive. After the remains were taken out of the church, and before starting for the cemetery, the coffin was placed on trestles on the sidewalk, where for one hour the vast line of citizens filed past, some drawn by motives of sympathy and some by curiosity, and took a last look at the wounded features of the murdered man. The lodge of the Order of Red Men, to which Phyfer was in his lifetime attached, then took charge of the obsequies. The members of the lodge, numbering about 100, occupied fifteen carriages. The white horse on which the deceased was riding when he received the fatal shot, was led, caparisoned in mourning, following the hearse. The cortége proceeded to Evergreen Cemetery, where the remains were interred with the burial ceremonial of the Order of Red Men.

Death of a Journalist.

Paul Messant, one of the editors of the Long Island City *Review*, died yesterday. He was born in Paris, Dec. 25, 1844, and was for a number of years on the staff of *Le Lanterne*. Becoming disgusted with the political affairs of the country, he came to America, arriving here in 1869. On the overthrow of the Empire he returned to France and renewed his connection with French journalism. His close attention to his journalistic duties was too much for his frail constitution, and he again came to this country. In this city he was connected with the *Courrier des Etat Unas* and the *Bulletin de New-York*. A short time before his death he joined the staff of the Long Island City *Review*, but his failing health made it impossible for him to attend closely to the duties which his connection with that paper imposed. Five o'clock yesterday morning he died at the residence of the editor of the *Review*, at whose house he, with his wife, the Princess Editha Lolita, the daughter of the Countess of Landefeldt (Lola Montes) was stopping.

After his first arrival in this country Messant became assistant medical director at Hahnemann Hospital. At one time he was Secretary of the International Society. On the 5th of February, 1871, he was married to the Princess Editha Lolita, whom years before he had assisted to escape from the Ursuline Convent, in Upper Franconia, Kingdom of Bavaria, where she had been placed through the influence of her brother, the King of Bavaria. By this alliance she not only forfeited a large income from estates in that Kingdom, but the favor of the royal household. Shortly before the marriage of the Princess she had deposited her entire remaining fortune, some $35,000 in gold, in the hands of the banking-house of Woodhull & Claflin. The attempt to regain her money, it will be remembered, was the sensation of the day; and the case still remains undecided in the courts. In addition to this money, jewels, and valued to a large amount still remain in the keeping of Mesdames Woodhull & Claflin.

Mme. Messant, previous to her marriage, frequently lectured both in London and New-York, upon "Proper Sphere of Woman."

Nominations by the Governor.

The following nominations for Captain of the Port, Port-Wardens, and Harbor-Masters have been sent by Gov. Dix to the Senate for confirmation:

Captain of the Port of New-York—E. B. Seaman.

Port-Wardens—John L. Sherry, of New-York; Robert Y. Dumont, of Albany; Henry Waterman, of New-York; Henry L. Robinson, of New-York; Henry M. James, of Erie County; Samuel Leggett, of Westchester County; E. F. C. Petarch, of New-York; W. H. Laycraft, of Kings County, and H. S. Brown, of Montgomery County.

Harbor-Masters—David F. Munk, of Albany; John Johnson, of New-York; Henry W. Johnson, of New-York; John W. Downing, of New-York; John Maguire, of New-York; Samuel Duncan, of New-York; E. W. Peabody, of New-York; John Paine, of Westchester County; F. W. Tucker, of Kings County; John W. Tyler, of Oswego County; Simeon M. Thompson, of New-York, and Eugene Frost, of Westchester County.

The Newsboys' Sunday Meetings.

Public interest in the education of our homeless boys continues to increase. Many of our best citizens are now devoting their Sunday evenings to the religious instruction of the street boys, and their efforts are meeting with gratifying success. The popular idea that these boys are averse to religious matters seems disproved by the crowds who assemble at the places where these services are held. The motley company that surrounded the doors of the Rivington-street Lodging-house last night resembled the crowd seen at night about the doors of our cheap theatres. The newsboy, with his bundle of "stuck" under his arm; the boot-black, with his "shiners" on his back, and the peddler, with his small wares, each patiently waited for the time when the bell would ring for "grub," and enable him to devote a social hour at meeting. Mr. John Crosby Brown presided, and gave the boys a very interesting lesson on the "Danger of Riches," taken from the tenth chapter of St. Mark. The boys were next addressed by Count Bernstoff, of the Russian Legation at Washington, on the necessity of working as well as praying. The eloquent remarks of the distinguished gentleman greatly pleased the young fellows. Mr. A. F. Pruyn also spoke against profane swearing, a lesson greatly needed. The boys sang a number of beautiful hymns, and read remarkably well.

The Lecture Platform.

John B. Gough will lecture to-night at Steinway Hall, and present a subject which was prepared specially for the Mercantile Library course.

Mrs. Scott-Siddons will appear to-night at the Brooklyn Academy of Music, and give a choice selection of her readings.

Prof. C. A. Young, of Dartmouth College, will lecture this evening before the American Institute, in Cooper Union Hall, on "Our Present Knowledge of the Sun."

Miss Emily Faithfull will lecture on Saturday afternoon next at Association Hall. Her subject is, "Eminent Men and Women I Have Known."

Mark Twain will appear at Steinway Hall on the 5th prox. with his "Sandwich Islands" lecture, revised and arranged with special reference to the late death of King Kamehameha.

Long Island Railroads.

By the report for 1872, of the Long Island Railroad, the stock is $3,000,000, all paid in. The funded debt is $1,500,000; floating debt, $125,000. The total receipts for 1872 were $865,191 69; total payments, $479,813 03. Only seven persons were killed and three injured during the year, the result in each case of carelessness on the part of the persons themselves.

The South-side Railroad reports capital stock, fully paid in, $1,000,000; the funded debt, $2,250,000; total floating debt, $386,781 62. The total expenses of maintaining the road last year were $59,513 17; total receipts, $501,671 24. The payments other than for construction amounted to $437,858 18. The company made no dividend, but the surplus fund amounts to $64,013 06.

Personal.

Ex-Gov. L. P. Langford, of Montana; Hon. Ransom Gardner, President of the Cincinnati, Wabash and Michigan Railroad; Gen. L. E. Webb, of La Crosse; Hon. D. H. Halton, member of Parliament, Montreal; Col. George W. Flower, of Watertown, and Judge Isaac Sharp, of Kansas, are at the St. Nicholas Hotel. Gen. A. W. Stewart, of St. Louis; Hon. J. E. Wynne, of Cincinnati; Hon. Henry E. Kelsey, Secretary of State of New-Jersey, and Dr. D. W. Bliss, of Washington, are at the Metropolitan Hotel.

Col. McClure, of the United States Army; Col. J. H. Dudley, of Omaha, and J. Passmore, of Pennsylvania, are at the Grand Central Hotel.

A Sad Accident—The Widow of Bill Poole Drowned.

Mrs. Lavinia Smiley, forty-seven years of age, residing at No. 66 Morton-street, was drowned at the foot of Morton-street at 1½ o'clock yesterday morning, under peculiarly distressing circumstances. Mrs. Smiley was formerly Miss Lozier, and was subsequently married to Bill Poole, who was shot by Lew Baker. After Poole's death she was married to Mr. Frank Smiley. On Saturday evening she, accompanied by Mr. De Witt Sheldon and other members of an organization known as "The Old Tops," made up a surprise party, and called on Capt. Hitchcock, of the ship America, lying at the foot of Morton-street. At 1½ o'clock yesterday morning they left the vessel, and Mrs. Smiley slipping on the gangway which was frozen over, fell into the dock. A sailor named Wynne, jumped overboard, and seeing her made a gallant but ineffectual attempt to save her life. She sank, and her body was found at 7 o'clock yesterday morning frozen to a piece of ice. Coroner Young will hold an inquest.

IMMIGRATION AND EMIGRATION

Choice of a Home—How Emigrants Settle Themselves—The Mississippi Valley as a Field for Immigration—Business of the Labor Bureau.

As stated in a former paper the nationality of a newly-arrived immigrant may almost be determined by his declared destination—in other words, by his choice of a home. The characteristics of race play a most important part in determining for the European in what section of this broad land he shall seek his fortune. We consequently find certain States and portions of States almost exclusively settled by immigrants hailing from the same birth-place. Thus, for instance, the Germans are found all over the West, but most numerously in Ohio, Missouri, Wisconsin, and Northern Illinois, while the Irish, the most numerous element in our heterogeneous population, are as generally found in the East, and usually massed in large numbers in and around our great cities. The most clannish among our foreign immigrants are unquestionably the Scandinavians, and these are almost uniformly found to settle in Michigan, Minnesota, and Northern Wisconsin, where both climate and products assimilate most nearly to those they have been reared in and accustomed to raise at home. Indeed, considerations of climate, soil, and similarity of products, next to that of nationality itself, exert the greatest influence in determining the immigrant's settlement in his adopted country. The law of distribution of foreign immigration in the Northern United States appears, in the words of a recent writer on the subject, to be nearly as follows: It aggregates itself densely in all the commercial centres and manufacturing and mining districts of the East; follows the main thoroughfares leading westward through the Middle States, and spreads itself pretty evenly through the more populous districts of the West, showing a marked preference, however, for the vicinity of great lakes and rivers. Supposing a line drawn from a point a little north of Portland, through Maine, New-Hampshire, westward to Minnesota, and another from Philadelphia, westward, through Pennsylvania and Ohio, on the line of the Ohio River, the belt of country between them, embracing about four degrees of latitude, would be found to contain the great bulk of the foreign population. The two leading nationalities—the Germans and the Irish—everywhere prevail, but generally in widely different localities. The former, though distributed in comparatively small numbers all over the Northern States, exhibit curious tendencies to aggregate in certain localities. In Central New-Jersey; in Erie County, Pennsylvania; round Buffalo, St. Louis, and Cincinnati; along the shores of the Ohio River; on the banks of the Mississippi, between Dubuque, Iowa, and Quincy, Ill.; and throughout Eastern and Middle Wisconsin, especially in the vicinity of Milwaukee, Manitowoc, Sheboygan, and Watertown, they are found in large numbers. They show little regard for New-England, and less for the South, except for Texas, which forms a marked exception to their national distaste for the Southern sections of the Union. The Irish, on the contrary, still continue to manifest their constitutional fondness for large centres of population. They are most at home mid the excitements of city life. Following in the wake of civilization, seldom or never leading it, they make poor pioneers, and thrive best where day-labor is most plentiful. A majority of the Norwegians, Swedes, and Danes, have gone to Minnesota and other North-western States, where they have several populous and prosperous agricultural colonies.

It would be interesting, in this connection, to note the distribution of the immigrants landed at Castle Garden during the past year, to the several sections of the country, provided the figures could be accurately given. This, however, cannot be done, for several reasons. The returns are not yet fully made up, and even if they were, they do not always indicate with sufficient certainty the actual number of settlers in the respective States. In many instances they doubtless approximate it closely, while in others they are very wide of the mark. We will instance one or two cases belonging to the latter class.

Illinois is credited in the Commissioners' report with 36,136, Ohio with 17,062, while New-York is set down at upward of 100,000, or more than one-third the total number landed at this port. These figures must not be taken as a fair indication of the actual introduction of foreign capital and labor into these States. They may serve to show with sufficient accuracy the number and the choice of those whose immediate destination was determined beforehand, but for purposes of analysis beyond this they have no value whatever. Illinois, instead of actually receiving 36,136 of those passing through New-York, has received probably not more than half that addition to her population. The remaining half have been distributed from Chicago to other parts of the great North-west. The same process has been gone through with in New-York, Pennsylvania, and Ohio, though probably to a much less extent in the last-named State.

The most noteworthy features in the official report are seen in the fact that Virginia, Maryland and Kentucky are the only States south of the Potomac and Ohio Rivers that have had any immigration at all, (and these to the limited number of 2,300,) and that Massachusetts and Rhode Island are the only New-England States which appear on the list.

The great majority of those proceeding to these latter States were skilled laborers, contracted for by manufacturers in Boston, Lowell, Lawrence, and Providence.

There is one phase of the immigration movement to and through our own State worthy of more than passing notice. The compulsory operations of what is known as the Castle Garden Labor Exchange. This institution, as is now pretty generally known, is a free market for immigrant labor, open to all employers from all parts of the United States. While procuring for immigrants prompt and remunerative employment, it offers to employers superior opportunities to choose suitable employes out of the large and varied supply of applicants for work daily resorting to this office.

During the year 1872 the number of immigrants provided with suitable employment through this agency was 32,592. Of this number 23,732 were males, and 8,860 females. Of the males the proportions of skilled and unskilled were 3,787 against 19,947, and of females 408 against 9,268. Of the total number for whom employment has been procured, the Metropolitan District has secured 5,426 males and 5,738 females, and the State outside of the district 7,837 males and 1,422 females. Nineteen other States have participated in the distribution of labor effected by the Exchange in the following proportions:

	Male.	Female.
New-Jersey	5,984	1,690
Pennsylvania	1,469	38
Connecticut	1,172	211
Massachusetts	624	102
Ohio	303	4
Virginia	265	..
Rhode Island	33	31
Maryland	32	..
Illinois	28	2
South Carolina	22	2
Vermont	56	17
Michigan	14	..
Tennessee	14	1
Georgia	12	..
Texas	10	6
District of Columbia	9	1
Kentucky	7	1
New-Hampshire	4	2
Mississippi	3	..
Total	10,061	2 108
New-York State	7,837	1,422
New-York City	5,426	5,738
	23,324	9,268
		23,324
Grand total		32,592

These figures exhibit an increase in the business of the Labor Exchange of 1,208 over the figures of the previous year, and of 4,650 over those of 1870.

The institutions of the Commission, independent of the Landing Department and Labor Exchange, consist of hospitals, refuge, and other buildings, estimated to afford suitable accommodation for 2,500 sick and destitute, together with 120 acres of land on Ward's Island. Of these we shall have occasion to speak hereafter. The commutation fee of $1 50—to which it was reduced from the original fee of $2 50 by the Legislature in 1871—is found insufficient to meet the necessary expenses of the Department, and a return to the old figure will probably have to be resorted to.

NEW-YORK AND SUBURBAN NEWS

NEW-YORK.

The Beethoven Maennerchor gave an entertainment at its club-house, in Fifth-street, last night, which was largely attended.

The Simon Cameron Association of New-York will entertain the State Fenebles of Philadelphia, this evening, at their club rooms, No. 135 Eldridge-street.

Justice Bixby, in the Yorkville Police Court yesterday, committed Michael Connolly to answer a charge of stealing $81 from James Shields, of No. 1,483 First-avenue, in a bar-room on the night of the 21st December.

Mag Moran, one of the oldest pickpockets in the country, was caught picking pockets in Washington Market, on Saturday night, by Detective McDonald, of the Third Precinct, and is now confined in the Tombs.

The Bloomingdale Turnverein gave an entertainment at National Assembly Rooms yesterday, in which the Lorelay Bund and the Fidelio Quartette Club participated. The proceeds will go to the building fund of the Turnverein.

Jacob Solomon's clothing-store, No. 663 Third-avenue, was found to be on fire last evening. The stock was damaged $600. Henry Solomon, a brother of the proprietor, was arrested by the Nineteenth Ward Police on suspicion of arson.

The New-York Sing Academie gave a musical soirée at the Germania Assembly Rooms, last night, for which a rich programme had been prepared, including some of the choicest compositions of Meyerbeer, Abt, and other German composers.

The Teutonia Maennerchor yesterday reorganized for the ensuing year by the election of the following officers: President, H. L. Oesterreich; Vice-President, Wm. Hundt; Secretaries, Wm. Staab and A. Risdel; Treasurer, V. Roos; Librarians, Wm. Scharf and A. Bauer.

Thieves forced open the front door of Dr. F. Brickner, a residence, No. 218 East Forty-fifth-street, on Saturday evening, and stole a trunk containing $500 worth of clothes. The trunk was subsequently found on the stoop of an adjoining house where it had been abandoned by the thieves.

Daniel S. Patton and John Glennon, two well-known Eighth Ward politicians, quarreled in their residence, No. 80 King-street, yesterday evening, when Glennon struck Patton on the head with a chair, injuring him severely. Glennon was arrested and locked up in the Twenty-eighth District.

The schooner Charles A. Grainer, Capt. Harvey, from Port Johnson, for Providence, with a cargo of coal, while passing through Hell Gate, at 7 o'clock yesterday morning, ran ashore on the Gridiron, staving in her starboard side. She immediately filled and sunk, and will probably be a total loss.

The American Geographical Society will hold their annual meeting and elect officers for the ensuing year, on Tuesday evening, Jan. 28, at their rooms in the Cooper Institute. Dr. Le Plongeon will read a paper on the coincidences between the monuments of ancient America and those of Assyria and Egypt.

Roundsman Dean and Detective Caddell, proceeding on Saturday night to a room in No. 203 Chrystie-street, occupied by John and Wm. Thomas, found there $300 worth of the brocché shawls, valued at $4,000, stolen from the premises of John Sullivan, Nos. 54 and 56 Duane-street, on Thursday night last. The prisoners were held.

On Saturday evening Mrs. Keiler, of No. 831 First-avenue, a washerwoman, brought home some clothes to Henry Disger, of No. 818 First-avenue, who complained about how they were done up. A quarrel ensued, during which Disger stabbed Mrs. Keiler in the right hand. He was held in $1,000 bail in the Yorkville Police Court yesterday for trial.

A new mission was opened yesterday by Rev. Mr. E. M. Schuls, of the Five Points Mission, for the benefit of the Italian and French poor of the Sixth Ward. The meeting took place in the basement of No. 33 Mulberry-street. Addresses were delivered in English by Rev. Schuls, in Italian by Alexander Hozotti, and by a newly-converted member who spoke in French. A school is to be opened on Wednesday next.

The officers of the Samana Bay Company deny emphatically that any movement has been made by them toward the purchase of the Atlantic Mail Company steamers, which were recently seized for debt in this City. The only steamer at present belonging to the Samana Bay Company is the Tybee, and it is probable that if other steamers are required they will be built to order, or some of the Pacific Mail Company's ships used by special contract.

Wm. Reynolds, a sailor, occupying a room on the third floor of No. 57 Monroe-street, became so drunk on Saturday night that he was locked up in his room. He endeavored to escape from the house by means of a sheet and the window. The sheet broke, and Reynolds fell into the yard. He was removed to Bellevue Hospital, where the surgeons found that the only injury he received was the stoppage of speech, the shock having made him dumb.

Mr. P. H. Watson, President of the Erie Railway, is at the out-of-town residence of S. L. M. Barlow on Long Island. Mr. Watson is in very poor health, consequent upon his arduous labors in connection with the duties of his office. It is reported that the committee to which the question of the payment of a dividend upon the preferred stock was referred, have decided in favor of paying it, and that the matter will be settled at a meeting of the directors on Tuesday. It is stated that a dividend of three and one-half per cent. will be declared.

BROOKLYN.

Barbara Seiler, who was arrested Saturday night for selling lottery slips at No. 144 Meserole-street, was yesterday held for examination.

Peter Bielenburg, keeper of a drinking-saloon at No. 324 Court-street, was arrested early yesterday morning for violating the Excise law.

Late Saturday night, Malachi Coffee, a grocer, at the corner of Twenty-sixth-street and Fourth-avenue, fell down the cellar stairs, at his residence, and received fatal injuries.

Edward Devine and John McAndrew, engineers by occupation, were arrested yesterday morning, on complaint of Mary Noise, residing at No. 69 Hamilton-avenue, who charges them with having indecently assaulted her.

Just before midnight, on Saturday, William Steward, a native of Wales, went to the Fifth Precinct Station-house and obtained lodging. In a little while he was found to be very sick with general debility and congestion of the lungs. He died before he could be removed to the hospital.

LONG ISLAND.

The next term of the Queens County Court will begin at North Hempstead, on Monday, Feb. 24.

Special town meetings will be held in the towns of North Hempstead and Oyster Bay to take action on the repeal of the new Court-house law. That of North Hempstead will be held next Saturday, and of Oyster Bay the following Wednesday.

Rear Commodore John A. Monsell has presented the Atlantic Yacht Club of Brooklyn with a plot of land 130 by 130 feet, at Greenport, as a site for a club-building. The gift has been accepted, and other members of the club have contributed several thousand dollars toward the new building.

Under a mandamus granted the Commissioners of the Williamsburg and Jamaica turnpike, Supervisor Burroughs, of Newtown, is required to show cause to-day, before Judge Pratt, in Brooklyn, why he does not issue the bonds authorized by the Legislature for the repair and improvement of the road.

Right Rev. Bishop Littlejohn, of the Diocese of Long Island, yesterday visited Jamaica, and administered the rite of confirmation to twenty-three persons in Grace Church, of which Rev. Mr. Smith is pastor. In the afternoon he visited the mission established by this church at Richmond Hill.

Garret Kavanagh and another marble-cutter known as "Jenny" had an altercation, some months since, at Blissville, Long Island City, about a sale of marble. Kavanagh was assaulted and badly injured, from the effects of which his physicians say he is now dying. "Jenny" has been arrested, and will have an examination before Recorder Parcells to-morrow.

STATEN ISLAND.

The Staten Island ferry-boats have resumed their night trips. The last boats now leave the island at 10 o'clock and New-York at 11:40.

The teachers of the public schools of Edgewater are obliged to sell their vouchers at a discount of ten per cent., owing to the village treasury being without funds.

The residents and tax-payers of the town of Middletown, irrespective of party, are circulating petitions throughout the township requesting Mr. John A. Dix to accept the nomination of Supervisor of that town, and pledging support to the ticket.

At the annual meeting of the Knights of St. Patrick of Richmond County, held at Tompkinsville, the following gentlemen were elected officers for the ensuing year: Hugh M. O. Roberts, President, John B. Manning, First Vice-President; Capt. Marshal White, Second Vice-President; J. P. Kilpatrick, Third Vice-President; Messrs. Duffy and McElroy, Secretaries; John Garvey, Treasurer.

NEW-JERSEY.

Sunrise, a converted Indian, preached before the Young Men's Christian Association of Jersey City yesterday.

A child named Fagin, whose parents reside on the Jersey City Heights, was fatally scalded Saturday night by overturning a kettle of boiling water.

Henry Cardaker, an Englishman, was arrested in Jersey City last night, charged with passing a counterfeit $10 note, purporting to have been issued by the First National Bank of Pennington, at Richardson Brothers' saloon, No. 49 York-street.

The Eastern Express of the Erie Railway, due in Jersey City at 2:53 yesterday morning, was delayed eight hours, and did not arrive until 2:53 P. M. The delay was caused by the track being blocked by snow between Buffalo and Dunkirk.

Margaret Baldwin and Katrina Hoffman, the two women who were arrested in Newark, Saturday night, for keeping disorderly houses, were yesterday admitted to bail. Mary Snyder, Margaret McGrath, Mary Smith, Lizzie Smith, and Della Smith, inmates of the places, were sent to the County Jail for one month each.

James Mulraine, who was arrested in Jersey City on Saturday afternoon, charged with being implicated in the highway robbery of which Bird was the victim on the 21st inst., was yesterday admitted to bail. Capt. Van Riper, who rescued Bird from the clutches of the thieves, says he is satisfied that Mulraine was not one of the party.

The Steamer Alaska.

Up to a late hour, last night, no news had been received by the officers of the Pacific Mail Company of the steam-ship Alaska, now several days overdue at Yokohama. It is generally believed that her delay is due to a broken shaft or disabled machinery, and that she